Military Aeronautical Information Services

AIRAC AMENDMENT

UNITED KINGDOM MILITARY AERONAUTICAL INFORMATION PUBLICATION

AIRAC 12/2025 - EFFECTIVE DATE : 27 NOV 2025

The Checklist of pages shows the pages amended by this AIRAC indicated by a star ★ and by the AIRAC effective date.

Changes to information are indicated by a solid vertical bar, accompanied by an arrow ← for deletions and an arrow → for insertions, in the margin of the relevant pages.

Specific textual changes are annotated with a highlighted blue border and white text. Exceptions to this rule is textual information contained within terminal charts and other graphics.

The changes shown on this cover sheet are an abbreviated overview. See AIP pages for changes in full.

UK Military AIP

1 **AIRAC** incorporated changes in this Amendment are:

PART 1 - GEN:

GEN 0-4	Checklist of GEN, ENR & AD Section pages - revised.
GEN 1-5	Aircraft Instruments, Equipment and Flight Documents - revised.

PART 2 - ENR:

Nil.

PART 3 - AD:

AD 0 - Table of Contents

Nil.

AD 1 - Aerodromes/Heliports - Introduction

Nil.

AD 2 - Aerodromes

Barkston Heath	AD 2.19 Radio and Navigation Landing Aids - revised.
Brize Norton	AD 2.12 Runway Physical Characteristics - revised.
Coningsby	AD 2.20 Local Traffic Regulations - revised.
Culdrose	AD 2.3 Operational Hours - revised.
Northolt	AD 2.24 Charts Related to this Aerodrome - revised.
	Charts L14 - L19 - added.
Odiham	AD 2.24 Charts Related to this Aerodrome - revised.
	Charts D1, G1, K7, M1 & R2 - revised.
Shawbury	AD 2.24 Charts Related to this Aerodrome - revised.
	Chart D1 - revised.
Syerston	AD 2.9 Surface Movement Guidance and Control System and Markings - revised.
Wittering	AD 2.20 Local Traffic Regulations - revised.
	AD 2.24 Charts Related to this Aerodrome - revised.
	Chart D1 - revised.
Yeovilton	AD 2.19 Radio and Navigation Landing Aids - revised.
	AD 2.24 Charts Related to this Aerodrome - revised.
	Charts B1 & M1 - revised.

AD 3 - Heliports

Nil.

2 **Non-AIRAC** incorporated changes, Supplements, AICs and NOTAMs published alongside this AIRAC Amendment:

Aeronautical Information Circulars (AICs)

Nil.

Supplements

Supp 013-2025 added.

NOTAMs

Nil.

3 Type A Charts:

Nil.

4 Measured Height Survey Data:

Nil.

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★	AD 2 - EGDY - 1 - 9	27 NOV 25
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GEN 1.5 AIRCRAFT INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS

5.2 CARRIAGE OF COMMUNICATIONS AND NAVIGATION EQUIPMENT.

5.2.1 Navigation Equipment (sub-para h & i)

5.2.1.1 Table 1. Navigation Equipment

	Applicability	Requirements
(h)	IFR Flights in Controlled Airspace below FL195.	**For Military users:** any of the following: TACAN and/or VOR/DME.
(i)	Flights in Upper Airspace (except gliders).	**For Military users:** any of the following: TACAN and/or VOR/DME.

5.2.2.3 NAVIGATIONAL EQUIPMENT REQUIREMENTS FOR FLIGHTS BY MILITARY AIRCRAFT.

Military aircraft fitted with a Decca fed navigation computer are considered capable of meeting the minimum navigation requirements for IFR flights in class D and E airspace (refer to UK AIP ENR 1.4 paras 2.4 and 2.5). Military aircraft may also use INS or Doppler fed DR navigation systems for IFR while operating inside controlled airspace provided the system is updated within 5 minutes prior to entry and at least every 30 minutes thereafter. Updates may be achieved by VOR/DME, TACAN or GPS fixing. Careful monitoring and cross checking of the fixing aids and DR systems is required to ensure they are operating satisfactorily.

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24 FEB 22

EGYE AD 2.14 - APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
06RH	Nil	11 lights split Red/Green	PAPI 3° ---- (34ft)	Nil	Nil	White LI Omni, 90m Red HI Uni, for displaced threshold	11 lights split Red/Green	Nil
24RH	CL5B 3000ft/915m HI	11 lights split Red/Green	PAPI 3° ---- (28ft)	Nil	Nil	White HI Uni, 30m White, LI Omni, 90m	11 lights split Red/Green	Nil
10LH	Nil	6 lights split Red/Green	PAPI 3° ---- (15ft)	Nil	Nil	White HI Omni, 60m Yellow HI Uni, for distance to Rwy end	6 lights split Red/Green	Nil
28RH	Nil	6 Green	PAPI 3° ---- (10ft)	Nil	Nil	White HI Omni, 60m Red HI Uni, for displaced threshold, Yellow HI Uni for distance to Rwy end	6 Red	Nil
10	Remarks:	Nil.						

EGYE AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/l Bn location, characteristics and hours of operation:	I Bn: N52 58 06·00 W000 33 06·60 “BA” – • • • • – HO. Red.
2	Anemometer location and lighting:	N52 57 21·60 W000 33 20·40 Red Obstruction light.
3	Taxiway edge and centreline lighting:	Blue edge taxiway lighting.
4	Secondary power supply: Switch-over time:	Yes*. *Battery standby for comms only. Max 30 mins.
5	Remarks:	Nil.

EGYE AD 2.16 - HELICOPTER LANDING AREA		
1	Location:	N52 57 87·90 W000 33 03·80 Spectacle on the eastern taxiway, west of the Main Ops Building.
2	Elevation:	367ft.
3	Lighting:	Nil.
4	Remarks:	Nil.

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EGYE AD 2.17 - ATS AIRSPACE
Barkston Heath MATZ. Please refer to the Civ AIP, ENR 2.2, Para 2.4. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/
Barkston Heath ATZ. Please refer to the Civ AIP, ENR 2.2. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/

EGYE AD 2.18 - ATS COMMUNICATION FACILITIES

Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Cranwell Approach	388·775 124·455(M) 123.300	HO	HO	
DIR	Cranwell Director	240.950	HO	HO	
DEP	Cranwell Departures	355.570	HO	HO	
SRA	Cranwell/ Barkston Talkdown	264·900 278.775 123·300*	HO	HO	Used for SRAs to both Cranwell and Barkston. * NATO common frequency. Available on request.
TWR	Barkston Tower	277·725 120·430	HO	HO	
GND	Barkston Ground	389·6250	HO	HO	
ATIS	Barkston Information	290·650 132·130	HO	HO	Available on Ext 5023.

EGYE AD 2.19 - RADIO NAVIGATION AND LANDING AIDS

Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
HRDF		281·225	HO	HO	N52 57 39·98 W000 34 08·77		
Remarks:							

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EGVN AD 2.8 - APRONS,TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	**Apron**	**Surface**	**Strength**	
		Passenger & Freight Apron	Concrete	LCG II	
		Base Hangar Apron	Concrete Block	LCG IV	
2	Taxiway width, surface and strength:	**Taxiway**	**Width**	**Surface**	**Strength**
		E (Main length)	24m	Asphalt with Concrete Ends	LCG I
		B, C, D, G (E end) & E (NW corner)	24m	Asphalt with Concrete Ends	LCG II
		A & F	24m	Asphalt with Concrete Ends	LCG III
		G (Main length)	24m	Asphalt	LCG III
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	See AD 2 EGVN - 1 - 16			
5	Remarks:	Caution Twy B - Due to a 2m high fence opposite bays 73-74, 41·5m from twy centreline (cl) and a 1·2m high fence opposite bay 70 38m from twy cl, acft with a wingspan of 60m/196ft or greater will have reduced wingtip clearance. Caution Twy C - Due to a 5·2m aerial opposite C1 hold, 45m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance. Caution Twy E - Due to a 2m fence north of twy J, 39·5m from twy cl and a 3m high building 41m from twy cl, acft with a wingspan of 60m/196ft or greater will have a reduced wingtip clearance. Acft captains who are not willing to accept the reduced wingtip clearance on the above obstacles are to inform ATC prior to arrival. ATC will not routinely use the above twys for acft with a wingspan of 64m or greater. Captains may only use these at their discretion. Obstacles between 47·5m and 57·5m may be encountered from all twy cl.			

EGVN AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS		
1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Illuminated stand numbers and AGNIS on bays 1 - 6 not in service. Bays indicated by painted number on the ground: Bays 4, 5A, 51-69. Solid yellow painted lines indicate bay entry/exit routes. All stops indicated by marshallers.
2	Runway & taxiway markings & lighting:	**Runway:** Runway Designation, TDZ, Threshold, Runway Centreline, Sidestripe, Wingbars, Illuminated Distance-to-go boards every 1,000ft.
		Taxiway: Yellow centreline & shoulder marking, Green centreline lighting.
3	Stop Bars and runway guard lights:	A type configuration runway guard lights. Stop bars inoperable, Cat 1 ops only.
4	Other runway protection measures:	Nil.
5	Remarks:	Displaced thresholds on both runways. Rwy 07/25 additional non-standard landing strip marked in white. Taxiway D has some non-standard markings. Caution - Marked vehicular traffic routes between B1 and JADTEU on twys B and G between E2 and abeam the Terminal on twy D. Traffic is not in RT contact with ATC. Change in accordance with CAP 168 Chapter 7, figure 7.14.

EGVN AD 2.10 - AERODROME OBSTACLES
Please refer to the “Measured Height Survey” data on the UK Mil AIP website www.aidu.mod.uk/aip.

EGVN AD 2.11 - METEOROLOGICAL INFORMATION		
1	Associated MET Office:	Brize Norton

EGVN AD 2.11 - METEOROLOGICAL INFORMATION		
2	Hours of service: MET Office outside hours:	H24 -----
3	Office responsible for TAF information: Periods of validity:	Brize Norton 24 hours
4	Type of landing forecast: Interval of issuance:	Observations every 30 mins, TRENDS every 2 hours.
5	Briefing/consultation provided:	APOC Mon-Fri 0700-1900L / Self-Briefing / Telephone / Personal by arrangement
6	Flight documentation: Language(s) used:	Charts / TAFs / METARs Abbreviated plain language text
7	Charts and other information available for briefing or consultation:	Forecast surface analyses and upper wind charts, rainfall radar, thunderstorm location. Satellite.
8	Supplementary equipment available for providing information:	PC Data display - MOMIDS MORTy.
9	ATS units provided with information:	Little Rissington, Weston on the Green, Netheravon and St Athan.
10	Additional information (limitation of services etc):	Brize provides a backup service to RAF Odiham, as required. Brize Norton is back-up by the Defence Guidance Unit who fulfils the role of Regional Met Office.
11	Remarks:	Nil.

EGVN AD 2.12 - RUNWAY PHYSICAL CHARACTERISTICS

Designations Runway Number	True bearing	Dimensions of Runway (m)	Strength (PCN) and surface of Runway and stopway	Threshold co-ordinates	Threshold elevation highest elevation of TDZ of precision APP Rwy
1	2	3	4	5	6
07	073.48°	3050 x 56	PCN 82/R/C/W/T Asphalt	N51 44 45·93 W001 36 14·81	283·92ft TDZE 286·94ft
25	253.51°	3050 x 56	PCN 82/R/C/W/T Asphalt	N51 45 13·95 W001 33 42·38	247·87ft TDZE 265·91ft
Desig & Slope of Rwy/Swy	Stopway Dimensions (m)	Clearway Dimensions (m)	Strip Dimensions (m)	OFZ	RESA
7	8	9	10	11	12
07 - 0·36%D	Nil	202 x 150	3250 x 300	-	07: 142 x 120m
25 - 0·36%U	Nil	300 x 150	3250 x 300	-	25: 240 x 120m

13	Arresting Systems	
Rwy 07 RHAG (B) _____ 560m 560m _____RHAG (B) Rwy 25		
14	Remarks	For normal ops, both cables de-rigged minimum 20 mins PNR. The Runway construction between touch-down zones is Marshall Asphalt. The eastern and western ends are Stone Mastic Asphalt. Taxiing patterns for medium and heavy aircraft will avoid sharp turns when entering or exiting the runway. ATC will direct aircraft using the most suitable route available, based on prevailing conditions. During the period of 010001ZAPR - 302359ZSEP, or when the AOS temperature is at or above 30°C, medium and heavy aircraft are not permitted to park on aircraft parking bays 16A and 17A. Light aircraft, defined in accordance with ICAO Wake Turbulence Categories and RA3277 as aircraft with a MTOW (MTOM) of 7000kg or less, are exempt from these restrictions.

EGXC AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
CAC	Swanwick Mil	245.000 (ICF)	HO	HO	
APP	Coningsby Approach	234·675 362·300* 255·950(Dep)(L) 119·205(L)(M) 122·410*	HO	HO	* NATO Common Frequency. Available on request only. (L) LARS Freq; (M) MATZ Crossing.
RAD	Coningsby Director	379·950	HO	HO	
PAR	Coningsby Talkdown	234·575 276·775 123·305*	HO	HO	* NATO Common Frequency. Available on request only.
TWR	Coningsby Tower	124·680 298·975 122·100*	HO	HO	* NATO Common Frequency. Available on request only.
GND	Coningsby Ground	357·125 121·855*	HO	HO	* NATO Common Frequency. Available on request only.
ATIS	Coningsby Information	278·800	HO	HO	
OPS	Coningsby Ops	379·350	HO	HO	HAVEQUICK timing available on 338·025

EGXC AD 2.19 - RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	***CGY***	Ch 48X 111·100	HO	HO	N53 05 27·75 W000 10 08·21	24ft	Rwy 07: DME CGY reads 0·6d at Thld. Rwy 25: DME CGY reads 0·88d at Thld.
UDF	Coningsby APP	282·725 277·500 376·350 362·300* 243·000	HO	HO			*NATO Common Frequency. Available on request only.
ILS/DME Rwy 25	***I-CNY***	111·150 Ch 48Y	HO	HO	N53 05 50·27 W000 09 05·56	23ft	QFU 251°
Glidepath		331·550			N53 05 50·49 W000 09 05·74		3° ILS Ref Datum Height 52ft
Localizer		111·150			N53 05 17·04 W000 11 31·38		LOC 253°
WAM Mast					N53 05 58·04 W000 10 04·74		
Remarks: ILS auto-coupled approaches permitted to Cat I DH.							

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EGXC AD 2.20 - LOCAL TRAFFIC REGULATIONS	
1	**Airport regulations** None specified.
2	**Ground Movement** To comply with ATC instructions.
3	**CAT II/III Operations** Nil.
4	Warnings a. When Rwy 07RH is in use: Acceptance of PDs will be limited due to the complexity of integrating tfc in the Coningsby, Cranwell and Waddington instrument patterns. Inst Apps will be under a TS whilst transiting the Cranwell and Waddington MATZ. Air Systems will be procedurally separated from Cranwell IFR tfc. VRF tfc will maintain its own separation. b. BBMF historic aircraft operate to the north of the airfield between 600ft and 1500ft. c. Large ac will park on the 12/30 N Strip. Aircrew are to remain with the ac until transportation is provided and are not permitted to transit operating surfaces on foot. When not with the ac, aircrew are to ensure Air Ops (01526 347716/7959) are provided with a contact telephone number.
5	**Helicopter Operations** Approaches are to be made to the active runway. Taxi instructions will be passed by ATC to a relevant parking area.
6	**Use of Runways** See EGXC AD 2.12 - 12 Arresting Systems.
7	**Training** None specified.

EGXC AD 2.21 - NOISE ABATEMENT PROCEDURES
Rwy 07 - Nil. Rwy 25 - Aircraft are to adopt minimum noise technique until above 3000ft QFE. Rwy 25/07 - After 2300(A) aircraft are to make a straight-in approach to land. **Remarks:** All Rotary aircraft are to recover to and depart Coningsby at 500ft QFE. This is for noise abatement and to remain below the standard circuit to the South. Inbound Rotary aircraft must not descend below 500ft QFE until inside the aerodrome boundary. Departing Rotary aircraft must get airborne from the Rwy 07/25 and maintain Rwy track until reaching 500ft QFE.

EGXC AD 2.22 - FLIGHT PROCEDURES		
1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed ApproachProcedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace.	

EGXC AD 2.23 - ADDITIONAL INFORMATION
Nil.

EGDR AD 2.1 - LOCATION INDICATOR AND NAME
EGDR - CULDROSE

EGDR AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	ARP Co-ordinates and site at AD:	50 05 07·43N 005 15 14·66W Mid-point of Runway 11/29
2	Direction and distance from City:	1nm SE of Helston
3	Elevation/Reference Temperature:	268ft / 19°C
4	Magnetic Variation / Annual Change:	1° 41'W (SEP 19) / 0° 11' decreasing
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Navy Royal Naval Air Station Culdrose Helston Cornwall TR12 7RH Mil: 93781 2415 Civ: 01326 55 x2415 Mil: 93781 2538 (Ops) Civ: 01326 573589 (Ops)
7	Types of Traffic Permitted (IFR/VFR):	IFR/VFR
8	Remarks:	Nil

EGDR AD 2.3 - OPERATIONAL HOURS		
1	AD:	1000-1700L (1100-1930L)[1] Mon – Thu. 0830-1400L Fri. Modified by NOTAM. PPR for civ visiting aircraft. 24 hour PPR for mil visiting aircraft. Operational night flying may take place outside of these hours. Note 1: (British Summer Time)
2	Customs and Immigration:	By arrangement
3	Health and Sanitation:	By arrangement
4	AIS Briefing Office:	HO
5	ATS Reporting Office (ARO):	H24
6	MET Briefing Office:	H24
7	ATS:	1000-1700L (1100-1700L) Mon – Thu. 0830-1400L Fri. Note 1: (British Summer Time)
8	Fuelling:	HO
9	Handling:	HO
10	Security:	H24
11	De-Icing:	HO (01 Nov-30 Apr)
12	Remarks:	Military gliding takes place SR-SS at weekends and public holidays. Launch height SFC to 2,000ft AGL. Activity information is available on 118.685 MHz (Culdrose Gliding).

EGDR AD 2.4 - HANDLING SERVICES AND FACILITIES		
1	Cargo Handling Facilities:	Fork Lift Trucks - (Counter Balance & Side Lifter), Hi Ab Lorry Mounted Crane, Crane.
2	Fuel/Oil /HydraulicTypes:	F44. O-123, 134, 135, 142, 147, 149, 155, 156, 160, 176. H-515.
3	Fuelling Facilities/Capacity:	13x Refuel bowsers - 8x 9000L, 5x 20,000L.
4	Oxygen:	LHOX.
5	De-Icing Facilities:	S-737, 745.
6	Starting Units:	E3, 4, 11, 12. C1, 5, 6.
7	Hangar space for visiting aircraft:	Limited. Subject to prior arrangement.
8	Repair facilities for visiting aircraft:	Limited. Subject to aircraft type.
9	Remarks:	F44 subject to availability, 2x Knight Sprayers, 2x Team 600 De-icers aval.

EGDR AD 2.5 - PASSENGER FACILITIES		
1	Accommodation:	Accommodation only in Service messes.
2	Medical Facilities:	Sick Bay.
3	Remarks:	Nil.

EGDR AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES		
1	AD Category for Fire Fighting:	Crash Category ICAO 5. Category ICAO 6 available with 48hrs prior arrangement.
2	Rescue Equipment:	As required for Crash Category ICAO 5.
3	Capability for removal of disabled aircraft:	30 ton crane. Tractors and trucks. Columbus sledge and caterpillar truck.

EGDR AD 2.7 - SEASONAL AVAILABILITY - CLEARING		
1	Type of Clearing equipment:	2x AS900 Sweepers converted to snow plough or fitted with brushes, 1x Gritter with Buffers, 1x MAT Tractor with plough.
2	Remarks:	Braking action assesment by Mu- Meter. Latest available information from ATC.

EGDR AD 2.8 - APRONS,TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	**Apron**	**Surface**	**Strength**	
		A Site	Asphalt/ Concrete	PCN21 R/C/X/T	
		B, C and D Sites	Asphalt/ Concrete	Various	
		E Site	Concrete	PCN17 R/C/X/T	
		F Site	Concrete	PCN25 F/C/X/T	
		G and H Site	Not maintained		
2	Taxiway width, surface and strength:	**Taxiway**	**Width**	**Surface**	**Strength**
		G, H, Z, A, B	14·5m	Asphalt	PCN13 F/C/X/T
		F, E, D, Y, V, C	14.5m	Asphalt	PCN25 F/C/X/T
		T, L	14·5m	Concrete	PCN13 F/C/W/T
		Hangar Floors			LCG IV
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	N/A N/A			
5	Remarks:	TWY B and F slippage possible due to non-compliant gradients. D site marking paint non-compliant.			

EGDR AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS		
1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	E Site only. Yellow taxiway markings & parking slot guidance with ground marshallers.
2	Runway & taxiway markings & lighting:	**Runway:** Standard markings and lighting
		Taxiway: Standard markings and centreline lighting
3	Stop Bars and runway guard lights:	9 red lights.
4	Other runway protection measures:	Nil.
5	Remarks:	Visiting aircraft parking available E site.

EGDR AD 2.10 - AERODROME OBSTACLES
Please refer to the “Measured Height Survey” data on the UK Mil AIP website www.aidu.mod.uk/aip.

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EGWU AD 2.22 - FLIGHT PROCEDURES	
8	**Aircraft inbound to Northolt.** i. The standard routes for inbound aircraft to Northolt are the same as those shown for London Heathrow, they may however be varied at the discretion of ATC. ii. Inbound aircraft, after the clearance limit, will be radar vectored and issued with descent clearance by Heathrow Director. iii. London TMA speed restrictions apply. iv. **Approaches to Runway 07 offset by 30°** to the left of the centreline until 4·2nm from touchdown in order to deconflict with Heathrow traffic patterns. v. A minimum glidepath of 3·5° is mandatory for all instrument approaches to Runway 25. vi. Pilots arriving on a visual approach to Northolt are not to overfly the Denham ATZ (309°/4·5nm) below 1500ft NOR QNH. Denham circuit maximum operating altitude 1000ft LON QNH. vii. Most Surveillance Radar Approaches will be performed using PAR equipment. viii. Pilots unable to achieve the minimum climb gradient as depicted in the M/App Procedure to notify ATC on first contact with Northolt Approach.
9	**Aircraft departing from Northolt.** i. Pilots are to make their initial call on 121·575 MHz for start and ATC clearance. ii. Pilots departing Northolt into the airways system are to achieve an altitude of 3000ft LON QNH before crossing the London CTR boundary. Aircraft unable to meet this requirement are to inform Northolt Ground before requesting Taxi. iii. Pilots departing Northolt from Runway 25 are not to overfly the Denham ATZ (309°/4·5nm) below 1500ft LON QNH. Denham circuit maximum operating altitude 1000ft LON QNH.
10	**Non-Airways Arrival procedures:** i. Aircraft are to remain outside Controlled Airspace unless they have recived a positive clearance to enter. ii. Aircraft are to contact Northolt Approach (126·450 MHz) at least 10nm from the London CTR boundary. iii. High traffic density and airspace restrictions in the local area may mean that pilots will be provided with a limited radar service during which standard separation may not be achieved.
11	**Non-Airways Departure Procedures** i. Follow published Charlie (Rwy 07) or Romeo (Rwy 25) SIDs, or as directed by ATC.
12	**Visual Circuits:** i. Visual Circuit available to Stn-Based Air Systems only, unless authorised by SATCO. ii. Circuit Directions: Runway 07 - Left Hand. Runway 25 - Right Hand. iii. Aerodrome Circuit: The aerodrome traffic circuit is a circle radius of 2nm centred on the ARP. To avoid Heathrow traffic, aircraft are to make circuits to the North of the aerodrome at 1,000ft Northolt QNH.
13	**Radio Communication Failure Procedures.** In the event of a complete radio communication failure in an aircraft, the pilot will adopt the appropriate procedures as notified at CIV AIP ENR 1.1,Section 3.4.
14	**Runway Selection:** Runway Selection at RAF Northolt is linked to the in-use runway at London Heathrow, and may require Air Systems at Northolt to operate with a tailwind component. Should an Air System captain consider that the weather conditions render the runway in use unacceptable the following can be requested: i. **Circling Approach to Runway 07.** Air Systems can carry out an instrument approach to Runway 25 to circle and land via the visual circuit for Runway 07. Circling approaches are only available to RAF Northolt-based military Air Systems. ii. **Inbound Against the flow to Runway 25.** Air Systems can carry out an approach to Runway 25 while Runway 07 is nominated as the in use Runway. Crews are advised that this will require flight outside of controlled airspace. iii. **Departure Against the Flow.** Subject to approval from Terminal Control, fixed wing Air Systems can depart on the opposite runway when meteorological conditions dictate. Air system performance should not be considered. Rotary wing air systems can operate as required.

EGWU AD 2.23 - ADDITIONAL INFORMATION
1. **Mode S Barometric Pressure Setting Data.** London Terminal Control has the ability to downlink Mode S Barometric Pressure Setting (BPS) data. Therefore, if the downlinked pressure data is at variance with the BPS expected by Air Traffic control, pilots can expect additional challenge. When Air Traffic Control pass a reminder of the appropriate BPS, it is anticipated that the aircrew will cross check the altimeter settings and confirm set. 2. AD has no earthing point facilities for armed acft. Visiting acft are required to plan maintenance activities IAW documents RA4255 and MAP-01 Chap 6.4 to ensure compliance.

EGWU AD 2.24 - CHARTS RELATING TO THIS AERODROME
Terminal Approach Procedure Charts

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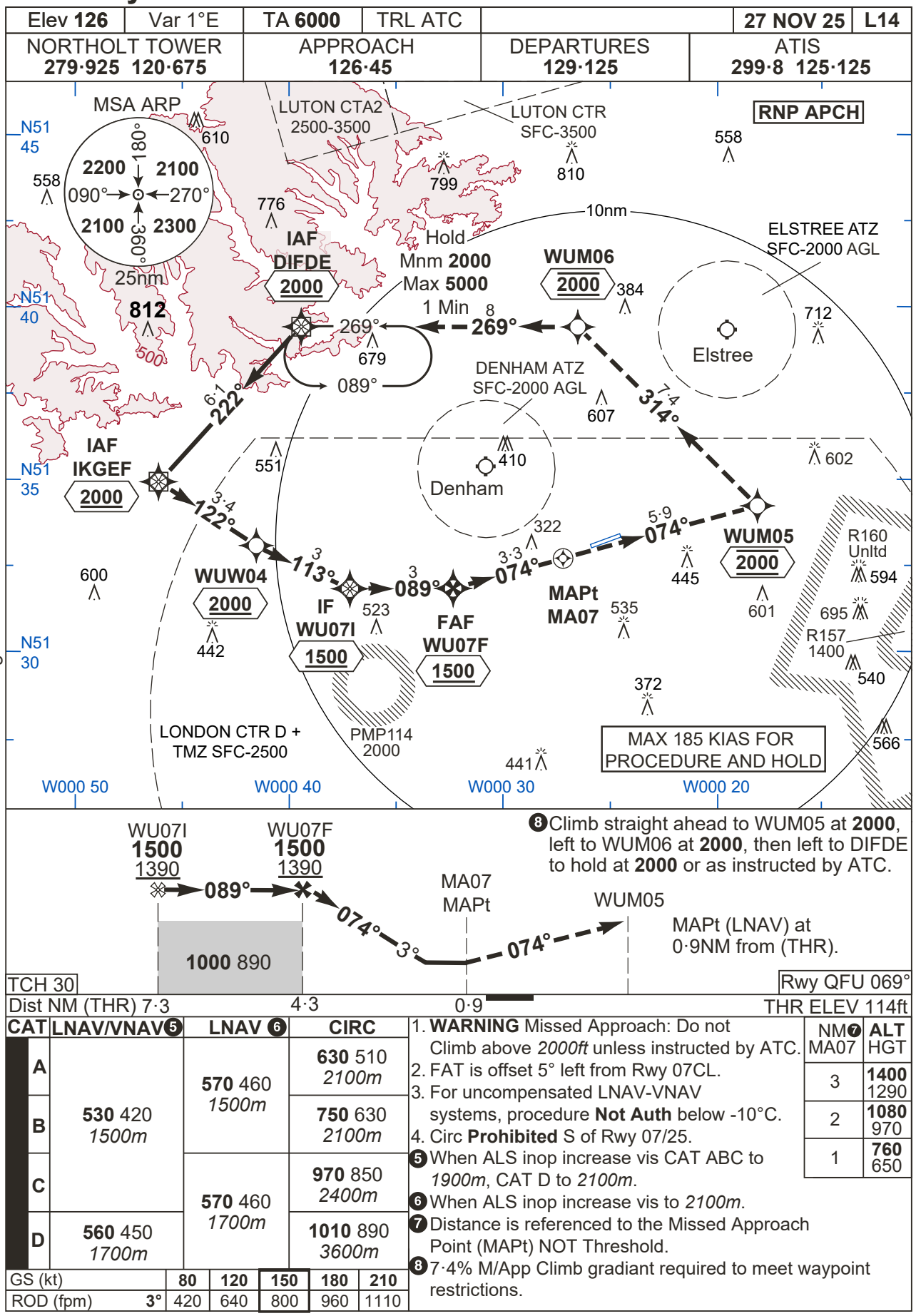
EGWU AD 2.24 - CHARTS RELATING TO THIS AERODROME

B1	Special Procedures (1)	AD 2 - EGWU - 1 - 11
D1	Aerodrome	AD 2 - EGWU - 1 - 12
E1	Taxi	AD 2 - EGWU - 1 - 13
F1	Ramp	AD 2 - EGWU - 1 - 14
K1	Radar Procedures	AD 2 - EGWU - 1 - 15
K2	SRA Rwy 07	AD 2 - EGWU - 1 - 16
K3	SRA Rwy 25	AD 2 - EGWU - 1 - 17
K4	PAR Rwy 07	AD 2 - EGWU - 1 - 18
K5	ATC Surveillance MNM Altitude	AD 2 - EGWU - 1 - 19
L1	BUZAD (RNAV 1) SID	AD 2 - EGWU - 1 - 20
L2	MATCH (RNAV 1) SID	AD 2 - EGWU - 1 - 21
L3	COMPTON (RNAV 1) SID	AD 2 - EGWU - 1 - 22
L4	CHARLIE (Rwy 07 RNAV 1 Non-Awys DEP)	AD 2 - EGWU - 1 - 23
L5	ROMEO (Rwy 25 RNAV 1 Non-Awys DEP)	AD 2 - EGWU - 1 - 24
L6	RNAV Radar Training Circuit Rwy 07	AD 2 - EGWU - 1 - 25
L7	RNAV Radar Training Circuit Rwy 25	AD 2 - EGWU - 1 - 26
L8	RNAV Coding Tables BUZAD	AD 2 - EGWU - 1 - 27
L9	RNAV Coding Tables MATCH	AD 2 - EGWU - 1 - 28
L10	RNAV Coding Tables COMPTON	AD 2 - EGWU - 1 - 29
L11	RNAV Coding Tables CHARLIE/ROMEO	AD 2 - EGWU - 1 - 30
L12	RNAV Coding Tables - RTC	AD 2 - EGWU - 1 - 31
L13	RNAV Coding Tables - Holds	AD 2 - EGWU - 1 - 32
L14	RNP Rwy 07	AD 2 - EGWU - 1 - 33
L15	RNP Rwy 25	AD 2 - EGWU - 1 - 34
L16	RNP to ILS/DME Z Rwy 25	AD 2 - EGWU - 1 - 35
L17	IAP Coding Tables RNP Rwy 07	AD 2 - EGWU - 1 - 36
L18	IAP Coding Tables RNP Rwy 25	AD 2 - EGWU - 1 - 37
L19	IAP Coding Tables RNP to ILS/DME Rwy 25	AD 2 - EGWU - 1 - 38
M1	ILS/DME Rwy 25	AD 2 - EGWU - 1 - 39

Remarks:
a. For associated Northolt STARs, users are to refer to London Heathrow (EGLL) STARs in the UK Civil AIP.
b. Following an ICAO update to the method for determination of area minimum altitude (AMA) criteria, all users shall refer to ENR Chart 6-81, available on the AIS website (www.ais.org.uk) for revised AMA figures for this aerodrome's SID and STAR procedures.

RNP Rwy 07 NORTHOLT



CAT	LNAV/VNAV ❺	LNAV ❻	CIRC
A	530 420 *1500m*	570 460 *1500m*	630 510 *2100m*
B			750 630 *2100m*
C		570 460 *1700m*	970 850 *2400m*
D	560 450 *1700m*		1010 890 *3600m*

GS (kt)		80	120	150	180	210
ROD (fpm)	3°	420	640	800	960	1110

❽ Climb straight ahead to WUM05 at **2000**, left to WUM06 at **2000**, then left to DIFDE to hold at **2000** or as instructed by ATC.

1. **WARNING** Missed Approach: Do not Climb above *2000ft* unless instructed by ATC.
2. FAT is offset 5° left from Rwy 07CL.
3. For uncompensated LNAV-VNAV systems, procedure **Not Auth** below -10°C.
4. Circ **Prohibited** S of Rwy 07/25.
5. When ALS inop increase vis CAT ABC to *1900m*, CAT D to *2100m*.
6. When ALS inop increase vis to *2100m*.
7. Distance is referenced to the Missed Approach Point (MAPt) NOT Threshold.
8. 7·4% M/App Climb gradiant required to meet waypoint restrictions.

NM ❼ MA07	ALT HGT
3	**1400** 1290
2	**1080** 970
1	**760** 650

NORTHOLT
PANS - OPS (ICAO)

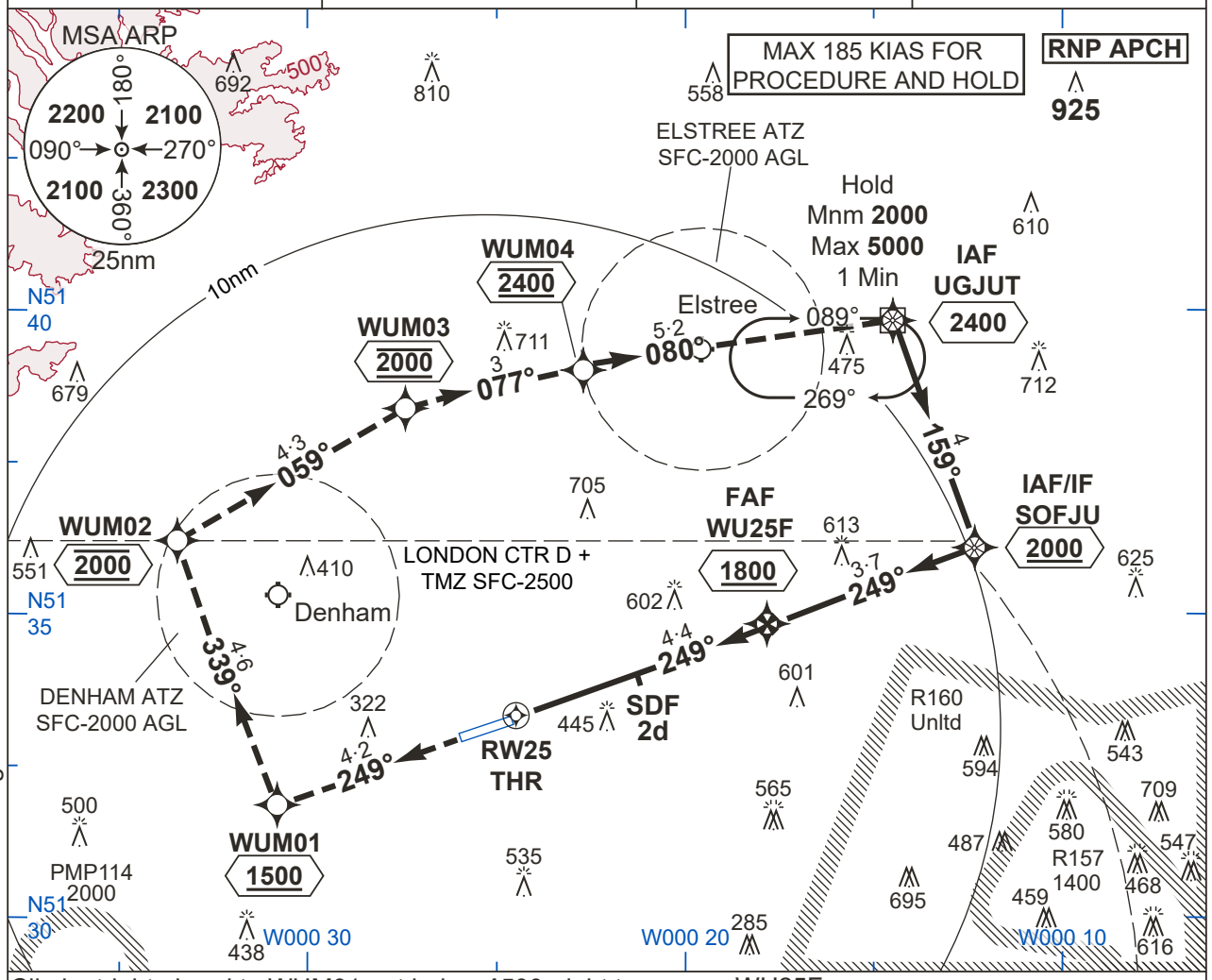
RNP Rwy 07

RNP Rwy 25

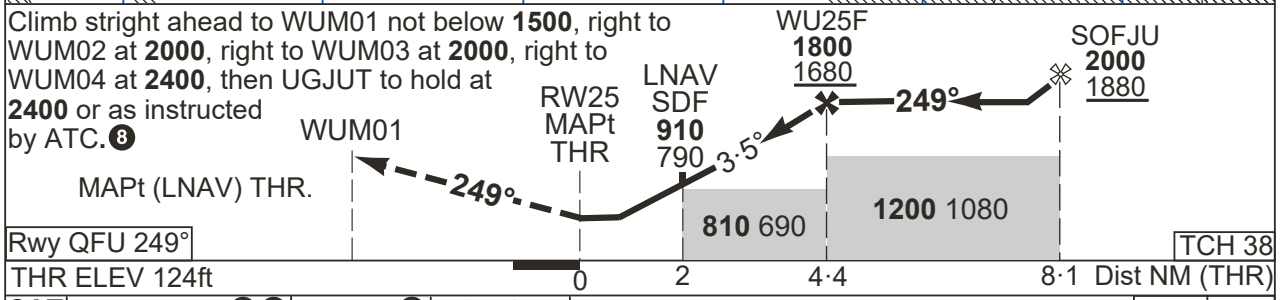
NORTHOLT

EGWU–ENGLAND

Elev 126	Var 1°E	TA 6000	TRL ATC		27 NOV 25	L15
NORTHOLT TOWER 279·925 120·675		APPROACH 126·45		DEPARTURES 129·125	ATIS 299·8 125·125	



Climb stright ahead to WUM01 not below **1500**, right to WUM02 at **2000**, right to WUM03 at **2000**, right to WUM04 at **2400**, then UGJUT to hold at **2400** or as instructed by ATC. ❽



CAT	LNAV/VNAV ❺ ❻	LNAV ❼	CIRC
A	**380** 260 *1200m*	**540** 420 *1500m*	**630** 510 *1900m*
B	**390** 270 *1200m*		**750** 630 *1900m*
C	**410** 290 *1200m*		**970** 850 *2400m*
D	**440** 320 *1200m*		**1010** 890 *3600m*

GS (kt)		80	120	150	180	210
ROD (fpm)	3·5°	500	740	930	1110	1300

1. **WARNING** Missed Approach: Do not climb above 2400ft unless instructed by ATC.
2. For uncompensated LNAV-VNAV systems, procedure **Not Auth** below -10°C.
3. **CAUTION.** Denham ATZ operating up to 1000ft. Do not overfly below 1500ft.
4. Circ **Prohibited** S of Rwy 07/25.

❺ Temperature at which VPA exceeds 3·5° is 14°.

❻ When ALS inop increase vis CAT AB to *1300m*, CAT CD to *1400m*.

❼ When ALS inop increase vis to *1900m*.

❽ 6·3% M/App Climb Gradient required to meet waypoint restrictions.

NM THR	ALT HGT
4	**1650** 1530
3	**1280** 1160
2	**910** 790
1	**530** 410

Changes: New Chart

No 1 AIDU Last Amended 10 SEP 25

NORTHOLT

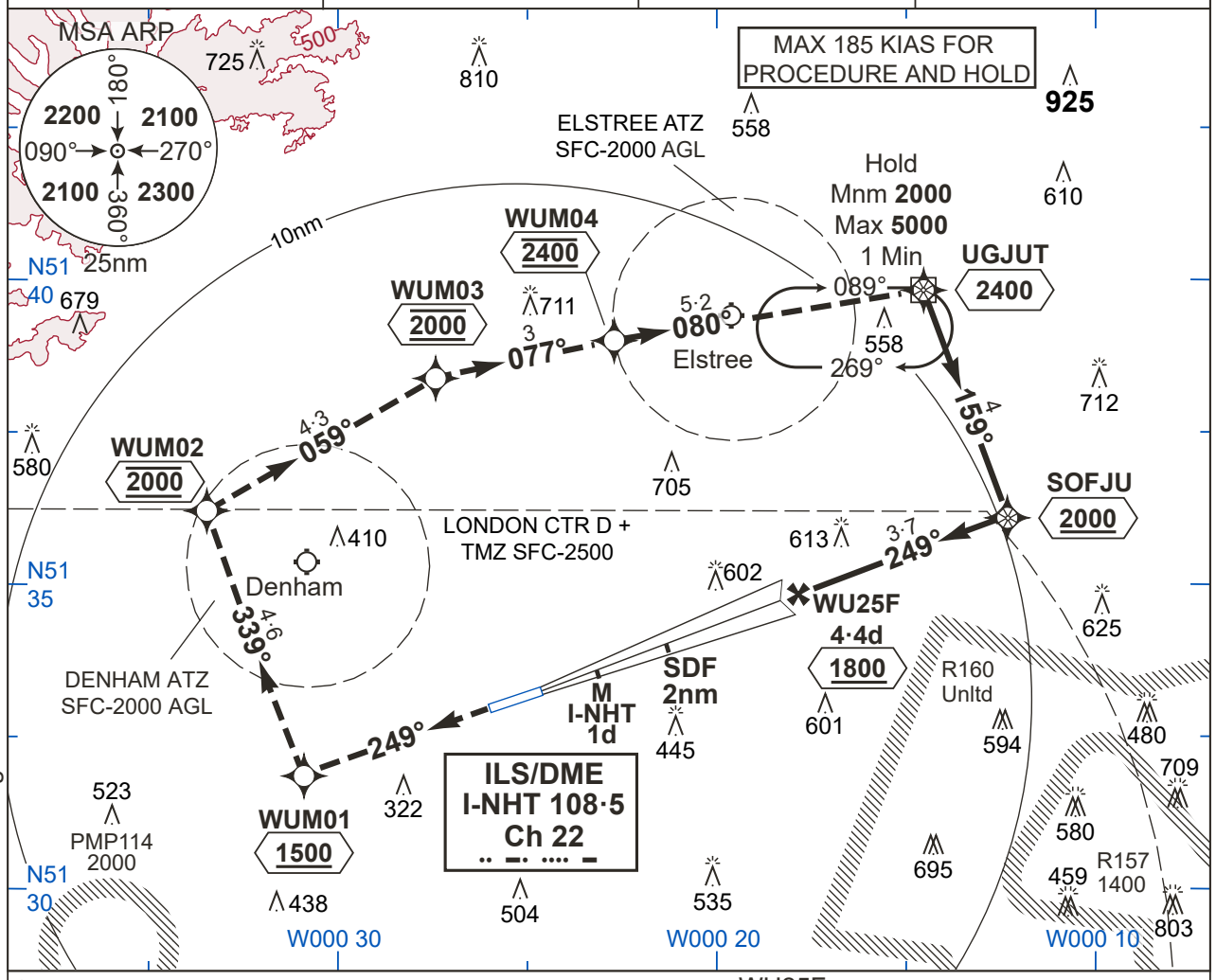
PANS - OPS (ICAO)

RNP Rwy 25

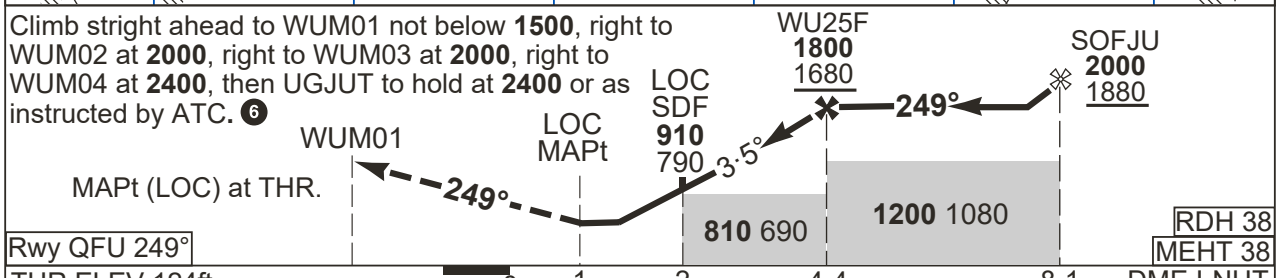
RNP to ILS/DME Z Rwy 25

NORTHOLT

Elev **126**	Var 1°E	TA **6000**	TRL ATC		**27 NOV 25**	L16
NORTHOLT TOWER **279·925 120·675**		APPROACH **126·45**		DEPARTURES **129·125**	ATIS **299·8 125·125**	



Climb stright ahead to WUM01 not below **1500**, right to WUM02 at **2000**, right to WUM03 at **2000**, right to WUM04 at **2400**, then UGJUT to hold at **2400** or as instructed by ATC. ❻



CAT	ILS ❹	LOC ❺	CIRC
A	**370** 250 *1200m*	**540** 420 *1500m*	**630** 510 *1900m*
B	**380** 260 *1200m*		**750** 630 *1900m*
C	**400** 280 *1200m*		**970** 850 *2400m*
D	**410** 290 *1200m*		**1010** 890 *3600m*

GS (kt)	80	120	150	180	210
ROD (fpm) 3·5°	500	740	930	1110	1300

1. **WARNING** Missed Approach: Do not climb above *2400ft* unless instructed by ATC.
2. Circ **Prohibited** S of Rwy 07/25.
3. **CAUTION.** Denham ATZ operating up to 1000ft. Do not overfly below 1500ft.
4. When ALS inop increase vis CAT ABC to *1300m*, CAT D to *1400m*.
5. When ALS inop increase vis to *1900m*.
6. 5·9% M/App Climb Gradient required to meet waypoint restrictions.
7. ILS I-NHT reads zero at THR.
8. RNAV 1 required for initial and M/App.

DME I-NHT	ALT HGT
4	**1650** 1530
3	**1280** 1160
2	**910** 790
1	**530** 410

NORTHOLT
PANS - OPS (ICAO)

RNP to ILS/DME Z Rwy 25

IAP CODING TABLES RNP RWY 07 NORTHOLT

EGWU– ENGLAND

Changes: New Chart

No 1 AIDU Last Amended 06 OCT 25

Elev **126**	Var 1°E								**27 NOV 25**	**L17**

NORTHOLT RNP RWY 07 - Instrument Approach Procedure via DIFDE

Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW07L	001	IF	DIFDE	-	-	-	2000	185	N51 39 25.40 W000 39 25·28	IAF/ 18·8nm
RW07L	002	TF	IKGEF	-	222° (222·54°)	LEFT	2000	185	N51 34 54·22 W000 46 04·38	12·7nm
RW07L	003	TF	WUW04	-	122° (123·02°)	LEFT	2000	185	N51 33 03·09 W000 41 30·33	9·3nm
RW07L	004	TF	WU07I	-	113° (114·35°)	LEFT	1500	185	N51 31 48·87 W000 37 07·72	IF/ 6·3nm
RW07L	005	TF	WU07F	-	089° (089·68°)	LEFT	1500	-	N51 31 49·78 W000 32 19·48	FAF/ 3·3nm
RW07L	006	TF	MA07	Y	074° (074·74°)	-	-	-	N51 32 41·98 W000 27 11·87	MAPt
RW07L	007	CF	WUM05	-	074° (074·74)	LEFT	2000	185	N51 34 14·01 W000 18 08·41	-
RW07L	008	TF	WUM06	-	314° (314·96°)	LEFT	2000	185	N51 39 26·02 W000 26 31·18	-
RW07L	009	TF	DIFDE	Y	269° (270·01°)	-	2000	185	N51 39 25·40 W000 39 25·28	HOLD

NORTHOLT RNP RWY 07 - Instrument Approach Procedure via IKGEF

Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW07C	001	IF	IKGEF	-	-	-	2000	185	N51 34 54·22 W000 46 04·38	IAF/ 12·7nm
RW07C	002	TF	WUW04	-	122° (123·02°)	LEFT	2000	185	N51 33 03·09 W000 41 30·33	9·3nm
RW07C	003	TF	WU07I	-	113° (114·35°)	LEFT	1500	185	N51 31 48·87 W000 37 07·72	IF/ 6·3nm
RW07C	004	TF	WU07F	-	089° (089·68°)	LEFT	1500	-	N51 31 49·78 W000 32 19·48	FAF/ 3·3nm
RW07C	005	TF	MA07	Y	074° (074·74°)	-	-	-	N51 32 41·98 W000 27 11·87	MAPt
RW07C	006	CF	WUM05	-	074° (074·74)	LEFT	2000	185	N51 34 14·01 W000 18 08·41	-
RW07C	007	TF	WUM06	-	314° (314·96°)	LEFT	2000	185	N51 39 26·02 W000 26 31·18	-
RW07C	008	TF	DIFDE	Y	269° (270·01°)	-	2000	185	N51 39 25·40 W000 39 25·28	HOLD

IAP CODING TABLES RNP RWY 25 NORTHOLT

Elev **126**	Var 1°E		**27 NOV 25**	**L18**

EGWU– ENGLAND

Changes: New Chart

No 1 AIDU Last Amended 06 OCT 25

NORTHOLT RNP RWY 25 - Instrument Approach Procedure via UGJUT

Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW25R	001	IF	UGJUT	-	-	-	2400	185	N51 39 49·32 W000 14 32·50	IAF/ 12·1nm
RW25R	002	TF	SOFJU	-	159° (159·98°)	RIGHT	2000	185	N51 36 04·98 W000 12 21·24	IF/ 8·1nm
RW25R	003	TF	WU25F	-	249° (250·00°)	-	1800	-	N51 34 49·94 W000 17 51·61	FAF/ 4·4nm
RW25R	004	TF	RW25	Y	249° (249·94°)	-	-	-	N51 33 19·16 W000 24 29·53	MAPt
RW25R	005	CF	WUM01	-	249° (249·85°)	RIGHT	1500	185	N51 31 51·26 W000 30 52·77	-
RW25R	006	TF	WUM02	-	339° (339·76°)	RIGHT	2000	185	N51 36 11·72 W000 33 26·98	-
RW25R	007	TF	WUM03	-	059° (059·73)	RIGHT	2000	185	N51 38 22·93 W000 27 25·24	-
RW25R	008	TF	WUM04	-	077° (078·06°)	-	2400	185	N51 39 00·03 W000 22 42·50	-
RW25R	009	TF	UGJUT	Y	080° (080·76°)	-	2400	185	N51 39 49·32 W000 14 32·50	HOLD

NORTHOLT RNP RWY 25 - Instrument Approach Procedure via SOFJU

Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW25C	001	IF	SOFJU	-	-	-	2000	185	N51 36 04·98 W000 12 21·24	IAF/IF 8·1nm
RW25C	002	TF	WU25F	-	249° (250·00°)	-	1800	-	N51 34 49·94 W000 17 51·61	FAF/ 4·4nm
RW25C	003	TF	RW25	Y	249° (249·94°)	-	-	-	N51 33 19·16 W000 24 29·53	MAPt
RW25C	004	CF	WUM01	-	249° (249·85°)	RIGHT	1500	185	N51 31 51·26 W000 30 52·77	-
RW25C	005	TF	WUM02	-	339° (339·76°)	RIGHT	2000	185	N51 36 11·72 W000 33 26·98	-
RW25C	006	TF	WUM03	-	059° (059·73)	RIGHT	2000	185	N51 38 22·93 W000 27 25·24	-
RW25C	007	TF	WUM04	-	077° (078·06°)	-	2400	185	N51 39 00·03 W000 22 42·50	-
RW25C	008	TF	UGJUT	Y	080° (080·76°)	-	2400	185	N51 39 49·32 W000 14 32·50	HOLD

IAP CODING TABLES RNP to ILS/DME Z RWY 25 NORTHOLT

Elev **126**	Var 1°E			**27 NOV 25**	**L19**

NORTHOLT RNP ILS DME Z RWY 25 - Instrument Approach Procedure via UGJUT

Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW25R	001	IF	UGJUT	-	-	-	2400	185	N51 39 49·32 W000 14 32·50	IAF
RW25R	002	TF	SOFJU	-	159° (159·98°)	RIGHT	2000	185	N51 36 04·98 W000 12 21·24	IF
RW25R	003	TF	WU25F	-	249° (250·00°)	-	1800	-	N51 34 49·94 W000 17 51·61	FAF
RW25R	004	CF	WUM01	-	249° (249·85°)	RIGHT	1500	185	N51 31 51·26 W000 30 52·77	-
RW25R	005	TF	WUM02	-	339° (339·76°)	RIGHT	2000	185	N51 36 11·72 W000 33 26·98	-
RW25R	006	TF	WUM03	-	059° (059·73)	RIGHT	2000	185	N51 38 22·93 W000 27 25·24	-
RW25R	007	TF	WUM04	-	077° (078·06°)	-	2400	185	N51 39 00·03 W000 22 42·50	-
RW25R	008	TF	UGJUT	Y	080° (080·76°)	-	2400	185	N51 39 49·32 W000 14 32·50	HOLD

NORTHOLT RNP ILS DME Z RWY 25 - Instrument Approach Procedure via SOFJU

Desig	Seq Nbr	Path Terminator	WPt Name	Fly-over	Course/ Track °M (°T)	Turn Direction	Level Constraint	Speed Constraint	Co-ordinates	Rmks and Dist to MAPt
RW25C	001	TF	SOFJU	-	-	-	2000	185	N51 36 04·98 W000 12 21·24	IAF/IF
RW25C	002	TF	WU25F	-	249° (250·00°)	-	1800	-	N51 34 49·94 W000 17 51·61	FAF
RW25C	003	CF	WUM01	-	249° (249·85°)	RIGHT	1500	185	N51 31 51·26 W000 30 52·77	-
RW25C	004	TF	WUM02	-	339° (339·76°)	RIGHT	2000	185	N51 36 11·72 W000 33 26·98	-
RW25C	005	TF	WUM03	-	059° (059·73)	RIGHT	2000	185	N51 38 22·93 W000 27 25·24	-
RW25C	006	TF	WUM04	-	077° (078·06°)	-	2400	185	N51 39 00·03 W000 22 42·50	-
RW25C	007	TF	UGJUT	Y	080° (080·76°)	-	2400	185	N51 39 49·32 W000 14 32·50	HOLD

Changes: New Chart

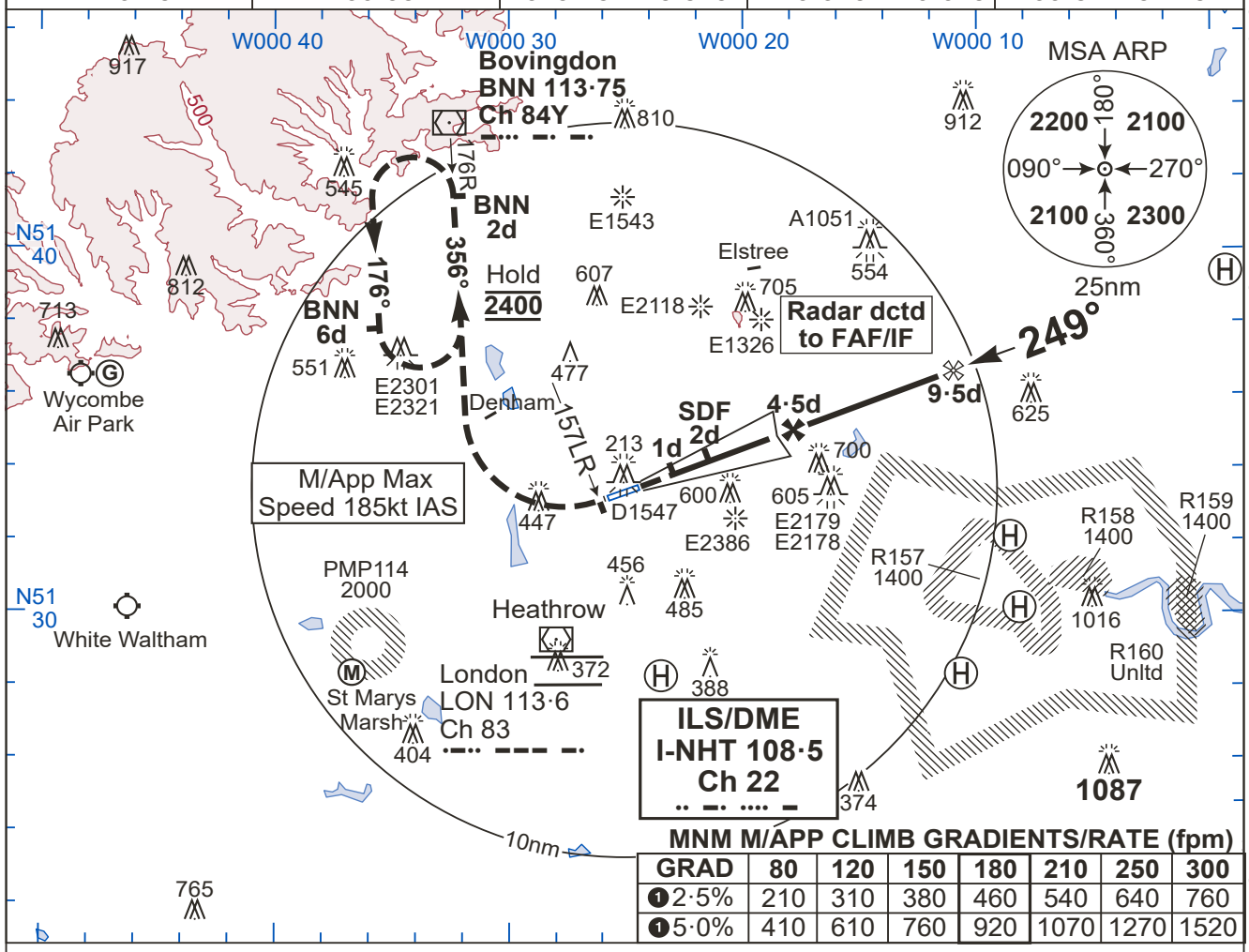
No 1 AIDU Last Amended 06 OCT 25

27 NOV 25

ILS/DME Rwy 25 NORTHOLT

Elev **126**	Var 1°E	TA **6000**	TRL ATC	I-NHT 108·5 Ch22	**02 OCT 25**	**M1**
NORTHOLT APP **126·45**	DIRECTOR **130·35**	TALKDOWN **343·75 125·875**	TOWER **279·925 120·675**	ATIS **299·8 125·125**		

EGWU/NHT ENGLAND

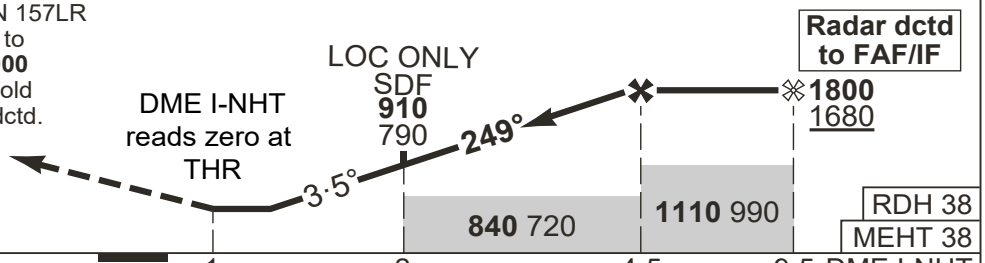


MNM M/APP CLIMB GRADIENTS/RATE (fpm)

GRAD	80	120	150	180	210	250	300
❶2·5%	210	310	380	460	540	640	760
❶5·0%	410	610	760	920	1070	1270	1520

Ahead on Rwy Tr to cross BNN 157LR not below **1000** 880, then right to intcp BNN 176R climbing to **2000** 1880. At BNN 176R/2d enter hold and climb to **2400** 2280 or as dctd. M/App max 185kt IAS.

LOC ONLY MAPt at 1d.



CAT	ILS 5% ❶❸❽	LOC 5% ❶❸❾	CIRC ❼
MIPS A	**370** 240 *1200m*	**560** 440 *1500m*	**710** 590 *2400m*
MIPS B	**380** 250 *1200m*		**770** 650 *2500m*
MIPS C	**390** 260 *1200m*	**560** 440 *1600m*	**1000** 880 *4000m*
MIPS D	**400** 270 *1200m*	**560** 440 *2000m*	**1100** 980 *4800m*

GS (kt)	80	120	150	180	210
FAF–MAPt 3·5nm	2:39	1:45	1:24	1:10	1:00
ROD (fpm) **3·5°**	490	740	930	1110	1300

❶ **CAUTION.** MDA/H depends on M/App climb grad. ILS/LOC 5% as per table. M/App climb grad:- **ILS 2·5%** Cat A **640** 510 *2000m*, Cat B **660** 530 *2100m*, Cat C **670** 540 *2200m*, Cat D **680** 550 *2400m*. **LOC 2·5%** Cat AB **710** 590 *1500m*, Cat C **710** 590 *2000m*, Cat D **710** 590 *2400m*.
2. **CAUTION**. Denham ATZ operating up to 1000ft. Do not overfly below 1500ft.
❸ When ALS inop increase vis by *400m*.
4. DME restricted beyond 18nm.
5. ILS auto-coupled approaches permitted to Cat 1 DH.
6. Timing **Not Auth** for defining MAPt.
❼ **CIRC prohibited** S of Rwy 07/25.
❽ Missed Approach climb gradient of 11·5% required to reach BNN 157LR at **1000** 880 for ATC reasons.
❾ Missed Approach climb gradient of 8·7% required to reach BNN 157LR at **1000** 880 for ATC reasons.
10. **ILS 2·5%** Missed Approach climb gradient of 3·6% required to reach BNN 157LR at **1000** 880 for ATC reasons.
11. **LOC 2·5%** Missed Approach climb gradient of 5·8% required to reach BNN 157LR at **1000** 880 for ATC reasons.

DME I-NHT	ALT HGT
4	**1660** 1530
3	**1280** 1160
2	**910** 790

Changes: MSA

No 1 AIDU Last Amended 21 AUG 25

NORTHOLT ILS/DME Rwy 25
MIPS

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EGVO AD 2.21 - NOISE ABATEMENT PROCEDURES
Noise abatement procedures are listed in the RAF Odiham Defence Aerodrome Manual (DAM).

EGVO AD 2.22 - FLIGHT PROCEDURES		
1	Procedures for in bound aircraft:	a. Odiham Arrival/Departure Sectors are shown on the Visual Arrivals and Departures chart within the No 1 AIDU Helicopter Landing Site publication. For TACAN equipped aircraft, the Arrival/ Departures Sectors intercept the MATZ boundary (5nm) at the following TACAN radials: N Sector 000° - 040° E Sector 080° - 100° S Sector 120° - 180° W Sector 260° - 280° NW Sector 310° - 340° b. VFR Arrival and Departure shall be flown using the sectors. Aircraft shall avoid flying outside these sectors, unless directed by ATC. c. Arrival/Departure in the Western Sector may be restricted at the discretion of ATC. d. Visiting helicopters inbound VFR are to Call Odiham Approach 131.305 before 10nm with details of which cardinal sector they wish to join through (full details in HLS). If no response, aircraft should attempt to contact Odiham TWR (119.230). All IFR arrivals are to call Odiham Approach 234.350P or 131.305 with details before 20nm. e. Arrival in any Sector is to be at 1000ft QNH. Crews wishing to join the circuit are to notify their intentions to descend to circuit altitude. f. Aircraft unable to maintain 1000ft QNH due to weather shall inform ATC of their requested altitude.
2	Departures:	a. VFR Departures climb to 800ft QNH (North & West) or 1000ft QNH (South) routing via the sector requested. Aircraft requiring a routing through Farnborough Controlled Airspace, or to join the London Helicopter Routes may be given alternative altitude restrictions subject to ATC requirements. b. Aircraft wishing to join the London Helicopter Routes shall inform ATC (whilst on start) of their requested routing (including entry/exit points). In addition, ATC should be informed if the aircraft will require a VFR or Special VFR clearance within Controlled Airspace. c. Aircraft unable to maintain 800ft QNH due to weather shall inform ATC of their requested altitude.
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	Instrument Approach Procedures (IAP) for this aerodrome are established primarily outside of controlled airspace.	
7	Remarks: a. To enable correct operation of Chinook Traffic Avoidance Systems, and in compliance with local deeming agreements, all Visual Circuit traffic at Odiham should 'squawk 3647, Mode C suppressed' when within the MATZ and not above altitude 1500ft AMSL. Aircraft without ability to suppress Mode C should inform ATC. b. ATC may request the use of reduced vertical separation (RVS) minima (500ft). Aircraft unable to accept RVS due to operating limitations (including traffic collision avoidance systems) should inform ATC on first contact.	

EGVO AD 2.23 - ADDITIONAL INFORMATION

1. Traffic carrying out instrument approaches to Rwy 27 pass approximately 2.5nm south of Farnborough Aerodrome. When active, aircraft may be held outside controlled airspace to ensure the notified separation standards are maintained.

2. Any ground support required for visiting aircraft needs to be requested at the time of booking. Availability of resources should be confirmed prior to a PPR number being issued.

3. Significant glider activity operates from and in the vacinity of Lasham AD (EGHL), which includes non-transponder equipped aircraft. Aircrew should maintain a good look out as ATC may not have prior notification of activity. Aircrew operating to/from Odiham are encouraged to make blind calls on 131·030 MHz. (CS: Lasham Radio) when transiting in the vicinity, or when conducting IFR approaches to Runway 09. Calls should include: aircraft type, alt, Position and Direction of travel. Calls are to aid Situational awareness only and may not be replied to.

4. In the event of a radar failure, visitors/practice diversions may be cancelled by ATC for flight safety reasons.

5. Glider flying takes place at Odiham outside of ATC operating hours (SR-SS). Winch launching takes place up to 2500ft AGL, with aero towed launches possible up to 4,000ft AGL. In all instances aircraft shall remain outside Controlled Airspace, unless in receipt of a specific clearance to enter. Approved aircraft operating to/from Odiham without ATC should initially contact Farnborough Radar 133·440 to pass intentions - Farnborough Radar may be able to provide traffic information, subject to capacity. Prior to entering the ATZ, aircraft shall attempt to contact “Odiham Radio” or “Kestrel Base” on 119·230. If no contact, aircraft shall make appropriate blind transmissions.

6. LARS control by Farnborough Radar 125·250, transit pressure setting London/Farnborough QNH.

7. Wildlife and Habitat Control available during ATC operating hours only.

8. Standard separation may not be achieved outside Controlled Airspace, between aircraft climbing out of, and positioning inbound to Odiham. This is due to the proximity of adjacent airfield instrument traffic patterns and visual circuits.

9. Aircraft may request an approach (IFR or VFR) to the non-duty runway at the discretion of ATC.

10. All low approaches are to be made down the full length of the rwy to deconflict against helicopter circuits operating both north and south of the runway.

11. Loading/unloading of aircraft unable to utilise the taxiways due to size shall utilize Rwy 27 threshold. Requirements for this should be arranged with the Duty Operations Controller/ATC during the planning stages.

12. ILS RDH is set to 49ft rather than the ICAO recommended 15m (50ft), but is within the permitted tolerance of plus 3m (10ft).

13. ILS is non PANS-OPS compliant.

14. Light Signals for the control of aircraft experiencing a loss of RT shall be displayed from the ATC Tower. Signals used are in accordance with MAA RA 3261.

EGVO AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

SPECIAL PROCEDURES ODIHAM

Elev **405**	Var 1°E	TA **6000**	TRL ATC		**30 OCT 25**	**B1**

1. **CAUTION.** All Odiham procedures are flown in reference to the Odiham QNH. QFE available on request.
2. Any practice missed approach needs to be booked through ATC prior to being initiated. This is to allow deconfliction with Farnborough traffic.
3. Any COPTER TAC approaches need to be booked through ATC prior to departure.
4. No deadside. All missed approach/go around and low approaches shall be flown along the whole length of the runway.
5. Heli circuits variable North (**1000ft** QNH) and South (**800ft** QNH – Day / **1000ft** QNH – Night).
6. Fixed wing visual circuits flown to the south of rwy at **1500ft** QNH.
7. Disused Rwy (taxiway DELTA). Use restricted to ground and hover manoeuvres by Odiham Heli and light acft only.
8. Helilands: Located North of Rwy 09/27. Directions: 090/270 & 040/220 – See chart D1 for pictorial information.
9. Tactical Load Park - various non-frangible obstructions sited adjacent to Rwy 27 THR Southside.
10. Use of the Helilands is restricted to rotary aircraft and authorised gliders only, at ATC discretion.
11. Visiting Heli inbound VFR are to call Odiham App 131·305 before 10nm. All IFR arrivals are to call Odiham App 275·45P or 131·305 before 20nm.
12. Arrival in any sector is to be at **1000ft** QNH. Crews wishing to join the circuit are to notify their intentions to descend to circuit altitude.
13. VFR Departures to the North and West climb to **800ft** QNH routing via the sector requested. VFR Departures to the South climb to **1000ft** QNH.
14. Non-standard rwy lighting; there are no omni-directional lights present and RA/threshold lights are not RA3500 compliant.
15. Many surface markings show poor conspicuity against background surface due to weathering.
16. Slot 19 is for undercarriage failure only. Armed AS will be directed to park by ATC.
17. ILS is non PANS-OPS compliant.
18. Lasham AD 4nm SW. Caution intense gliding activity. To aid situational awareness, traffic information calls can be made on Lasham Radio 131·030 MHz when an aircraft commander believes that their flight profile or the conditions of the day induce a risk of conflicting with Lasham gliders, see AD 2.23 for more information.
19. Glider flying at Odiham outside of ATC operating hours. Launches up to 4000ft AGL. Contact Farnborough Radar 133·440 if operating to/from Odiham without ATC. Prior to entering ATZ, contact Odiham Radio or Kestrel Base 119·230. If no reply, make blind calls.

TAXI CHART

20. **CAUTION.** Minimum power only when entering Rwy 09 from C1 hold. Surface break up constitutes significant FOD hazard.
21. **CAUTION.** During high precipitation, standing water, snow and ice conditions.
22. **CAUTION.** Vehicles operate autonomously along BRAVO, CHARLIE and ECHO taxiways following the white marked roadway and shall give way to aircraft.
23. **CAUTION.** Twy D surface shows reflective cracking which constitutes a FOD Hazard. Significant surface overbanding creates poor rideability for FW aircraft.
24. **CAUTION.** Echo ASP and Point Echo have not been tested for PCN classification. LCG V is the only known classification of these surfaces.
25. **CAUTION.** ATC traffic light controlled rwy crossing points for vehicles between B3 and C1, and between B2 and E1.
26. There are no twy shoulders, aircraft should operate with caution.
27. Due to the taxiway width and non-frangible items within the safeguarded area, fixed wing use of certain taxiways is restricted.
28. Air taxi via Northern grass with ATC approval only; Helilands operate on Northern grass without visible Heliland markings.

Changes: Notes 8 and 10

No 1 AIDU Last Amended 22 SEP 25

27 NOV 25

AERODROME ODIHAM

Elev **405**	Var 1°E	ARP N51 14·05 W000 56·57 (WGS 84)	**27 NOV 25**	**D1**

ODIHAM GROUND	TOWER	APPROACH	ATIS
267·4	**119·230 339·825**	**275·45 131·305**	**370·75**

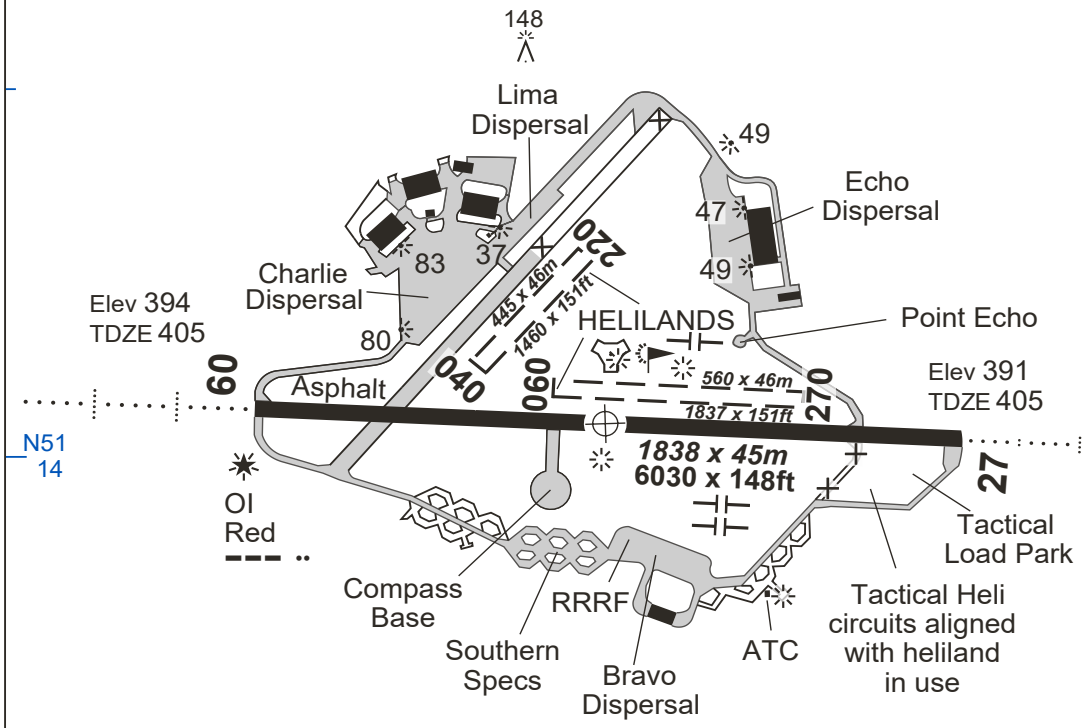
EGVO/ODH ENGLAND

Changes: Editorial

W000 57 W000 56

N51 14

N51 13



THRESHOLD COORDINATES
Rwy 09 – N51 14·07 W000 57·35
Rwy 27 – N51 14·03 W000 55·78

M 0 500 1000
FT 0 1000 2000 3000 4000

RWY	SLOPE	LDA *m*/ft	APP LGT		RWY LGT
09 (093°T) **27** (273°T)	0·05%D 0·05%U	*1835*/6020	P3° (47) P3° (50)	CL2B(H) CL5B(H)	RTHL(H):REDL(H):RENL(H)

1. Refer to chart B1 Special Procedures.
2. Rwy 09/27 liable to be slippery when wet.

No 1 AIDU Last Amended 08 OCT 25

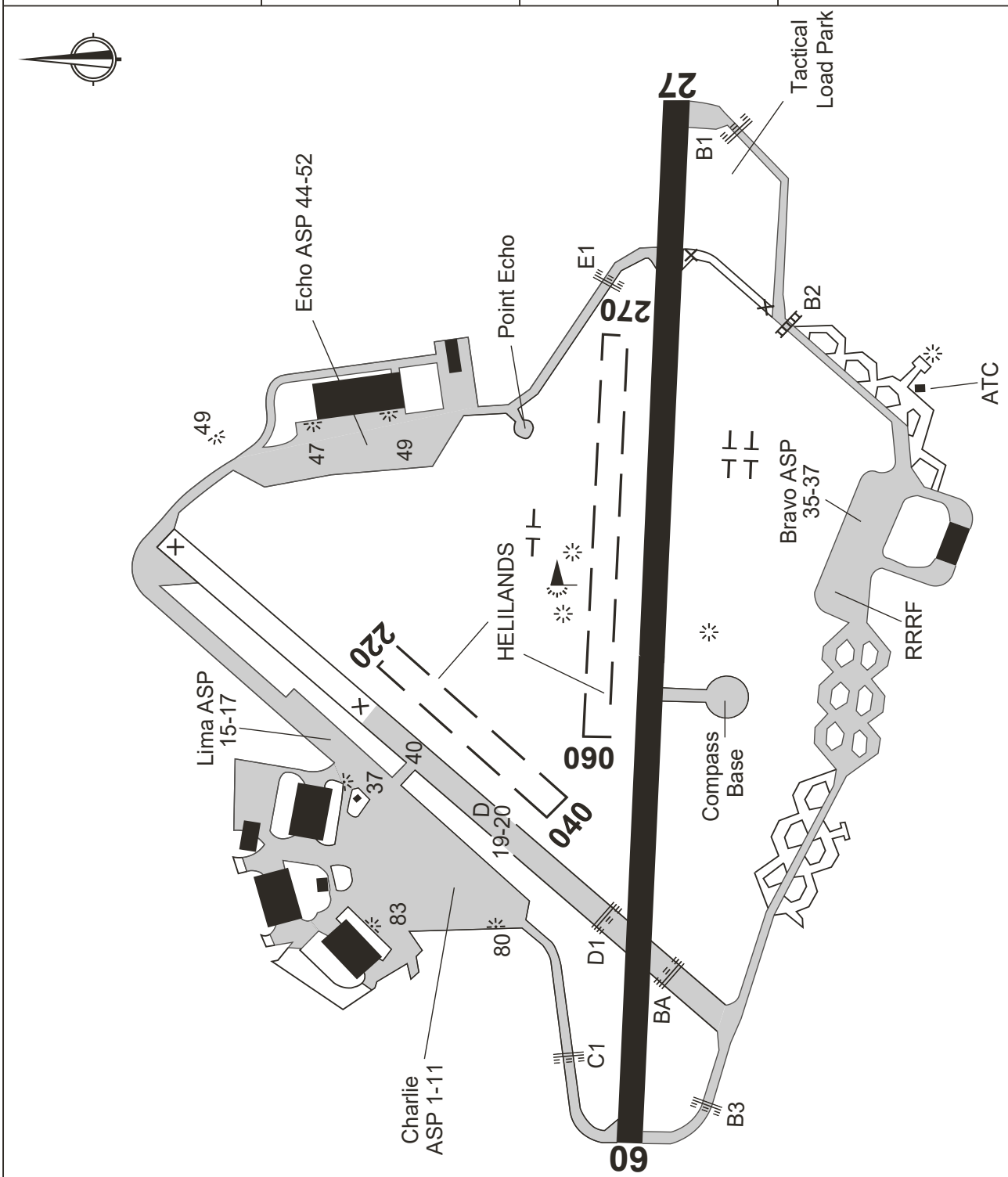
ODIHAM AERODROME

30 OCT 25

TAXI ODIHAM

Elev **405**	Var 1°E	ARP N51 14·05 W000 56·57 (WGS 84)	**30 OCT 25**	**E1**

ODIHAM GROUND	TOWER	APPROACH	ATIS
267·4	**119·230 339·825**	**275·45 131·305**	**370·75**



1. Refer to chart B1 Special Procedures.
2. Helilands are unlit. Night 'T' are only lit at night.

ODIHAM TAXI

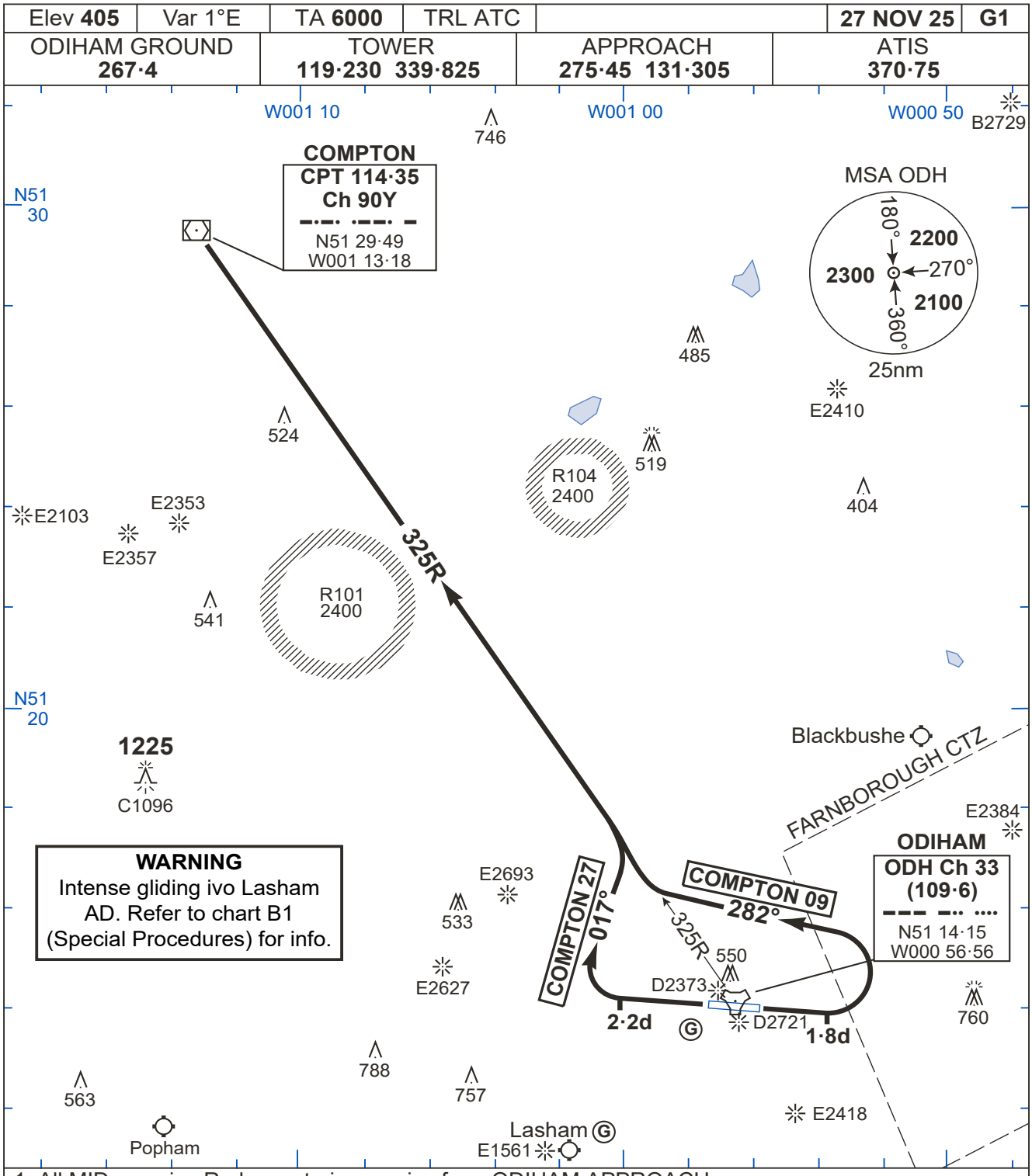
EGVO/ODH ENGLAND

Changes: Strip 040/220 desig

No 1 AIDU Last Amended 22 SEP 25

COMPTON MID

ODIHAM



1. All MIDs receive Radar vectoring service from ODIHAM APPROACH.
2. Close-in obstructions exist.
3. **CAUTION**. Controlled airspace exists above the MID track. Aircraft should be operated to remain outside of controlled airspace.
4. Azimuth indication swings may be experienced between 100° - 125° and 240° - 245°.

MID	RWY	ROUTEING (Including Mnm Noise Routes)
COMPTON 09	09 092°M	Ahead on Rwy Tr. At ODH 1·8d or **900**, whichever later, turn left on Tr 282° to intcp ODH 325R to CPT. Minimum safe lvl-off **2300**.
COMPTON 27	27 272°M	Ahead on Rwy Tr. At ODH 2·2d or **900**, whichever later, turn right on Tr 017° to intcp ODH 325R to CPT. Minimum safe lvl-off **2300**.

EGVO/ODH ENGLAND

Changes: Compton 09 track

No 1 AIDU Last Amended 08 OCT 25

ODIHAM

MIPS

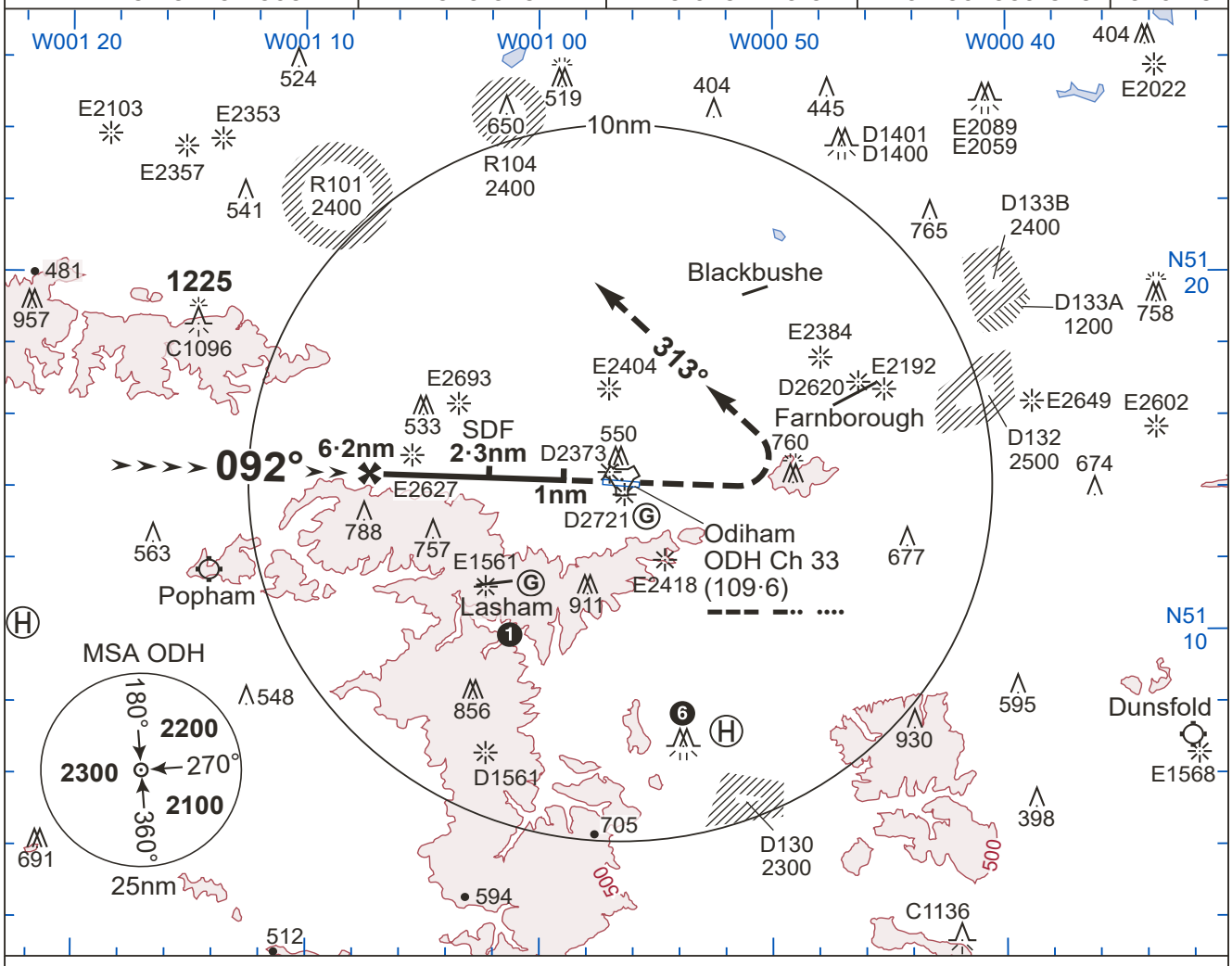
COMPTON MID

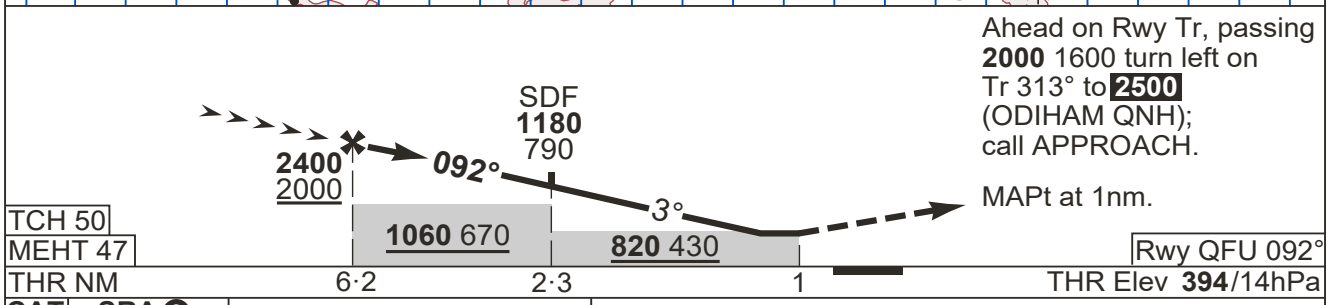
12 JUN 25

SRA Z Rwy 09 - 3° ODIHAM

Elev **405**	Var 1°E	TA **6000**	TRL ATC	SRA	**12 JUN 25**	**K6**

ODIHAM APPROACH	DIRECTOR	TALKDOWN	TOWER	ATIS
275·45 131·305	**313·375**	**245·625 123·3**	**119·230 339·825**	**370·75**





CAT	SRA ❸	
MIPS A	**820** 430 *1500m*	N/A
MIPS B		
MIPS C	**820** 430 *1600m*	
MIPS D		
MIPS E		

GS (kt)	80	120	150	180	210
FAF–MAPt 5·2nm	3:54	2:36	2:05	1:44	1:29
ROD (fpm) 3°	420	640	800	960	1110

❶ **WARNING.** Intense gliding ivo Lasham AD. Refer to chart B1 (Special Procedures) for info.
2. **CAUTION.** Proc referenced to THR elev.
❸ When ALS inop increase vis to *2000m*.
4. M/App, no turns before MAPt.
5. All altitudes based on Odiham QNH.
❻ HIRTA designators; D2558, D2436, E2499, E1218, E2464, E2557.
7. M/App assessed up to 25nm from ARP.

EGVO/ODH ENGLAND

Changes: WARNING, note 1

No 1 AIDU Last Amended 22 APR 25

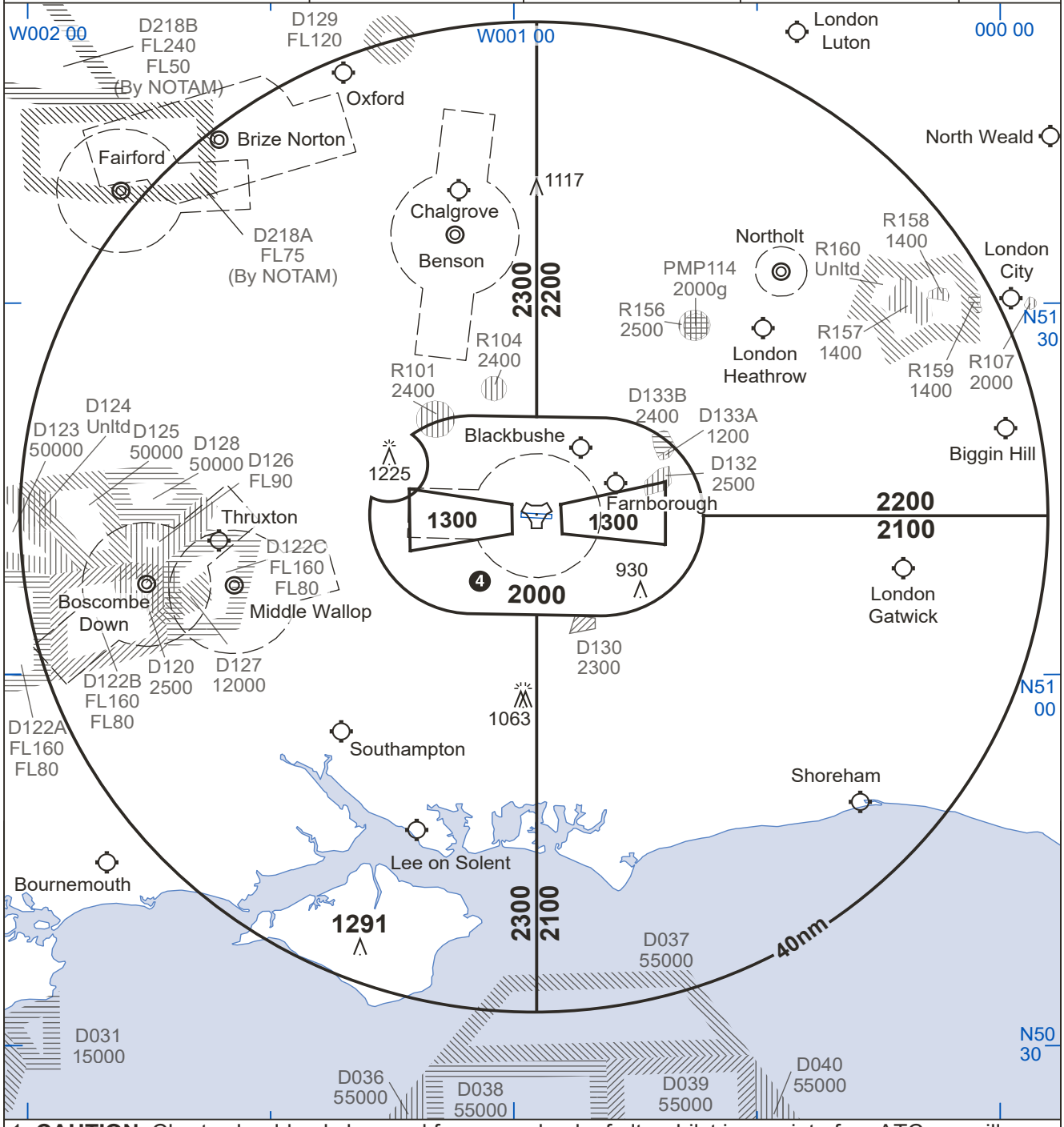
ODIHAM
MIPS

SRA Z Rwy 09 - 3°

ATC SURVEILLANCE MNM ALTITUDE ODIHAM

Elev **405**	Var 1°E	TA **6000**	TRL ATC	ARP N51 14·05 W000 56·57 (WGS 84)	**27 NOV 25**	**K7**

ODIHAM APPROACH	DIRECTOR	TALKDOWN	TOWER	ATIS
275·45 131·305	**313·375**	**245·625 123·3**	**119·230 339·825**	**370·75**



1. **CAUTION.** Charts should only be used for cross check of alts whilst in receipt of an ATC surveillance service.
2. Levels shown are based an QNH.
3. **Comms Failure.** In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in RADAR PROCEDURES K1.

❹ Minimum Initial Altitude: **2000** in the sector defined by lateral limits; N51 22·16 W001 03·57, N51 21·48 W000 48·01 thence clockwise by an arc of a circle radius 8nm centered on N51 13·49 W000 48·37 to N51 05·50 W000 49·13, N51 06·17 W001 05·04 thence clockwise by an arc of a circle radius 8nm centered on N51 14·16 W001 04·31 to N51 15·51 W001 17·00 thence anticlockwise by an arc of a circle radius 3nm centered on N51 18·29 W001 14·41 to N51 20·51 W001 11·46 thence clockwise by an arc of a circle radius 8nm centered on N51 14·16 W001 04·31 to N51 22·16 W001 03·57.

EGVO/ODH ENGLAND

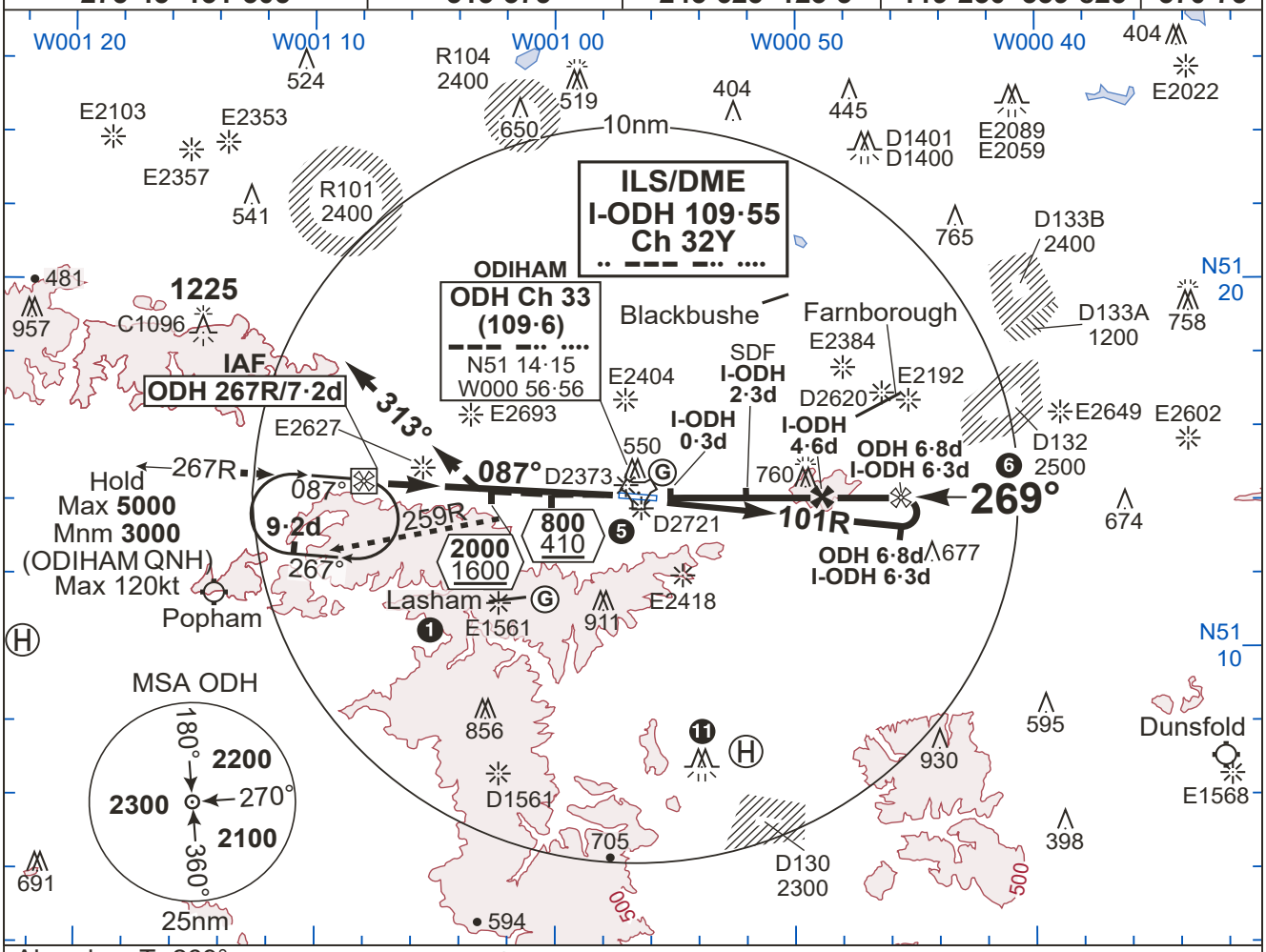
Changes: Editorial

No 1 AIDU Last Amended 08 OCT 25

COPTER TAC to ILS/DME Y Rwy 27 — ODIHAM

EGVO/ODH ENGLAND

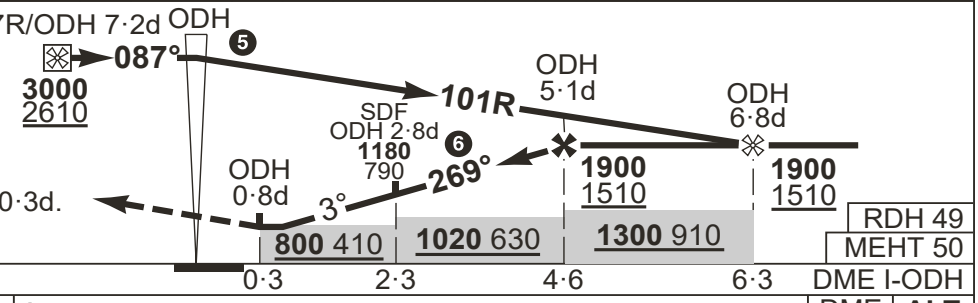
Elev **405**	Var 1°E	TA **6000**	TRL ATC	I-ODH 109·55 Ch 32Y	**27 NOV 25**	**M1**
ODIHAM APPROACH	DIRECTOR	TALKDOWN	TOWER	ATIS		
275·45 131·305	**313·375**	**245·625 123·3**	**119·230 339·825**	**370·75**		



Changes: Editorial

Ahead on Tr 269°, passing **800** 410 right on Tr 272° to **2000** 1600 then right Tr 313°, to **2500** (ODIHAM QNH); call APPROACH.

MAPt at I-ODH 0·3d.



Rwy QFU 272°

THR Elev **391**/14hPa

RDH 49

MEHT 50

CAT	ILS ❼	LOC ❼	
MIPS A	**650** 260 *800m*	**800** 410 *1200m*	N/A
GS (kt)	**80**	**120**	
FAF–MAPt 4·3nm	3:15	2:09	
ROD (fpm) **3°**	420	640	

❶ **WARNING.** Intense gliding ivo Lasham AD. Refer to chart B1 (Special Procedures) for info.
2. **CAUTION.** LOC proc referenced to THR elev.
3. **CAUTION.** Radar or DME **mandatory**.
4. Hold entry restricted to along 267R inbd or via 259R/9·2d oubd.
❺ Descent clearance by ATC. ❻ FAT offset 2·6° right of RCL.
❼ When ALS inop increase vis to *1900m*.
8. M/App, no turns before the MAPt.
9. All altitudes based on Odiham QNH.
10. M/App terminates at ODH 15d/I-ODH 15d.
⓫ HIRTA desigs; D2558, D2436, E2499, E1218, E2464, E2557.
12. ODH reads 0·5d at THR. I-ODH reads zero at THR.
13. DME and LOC identifications are not synchronized.
14. GP flags may be experienced when 8° left of approach & well below GP.
15. Full-scale Flydown indications may not be indicated when well above the GP.
16. Azimuth indication swings may be experienced between 100°- 125°, and 240°- 245°.
17. DME loss may be experienced in overhead due to Cone of Silence.

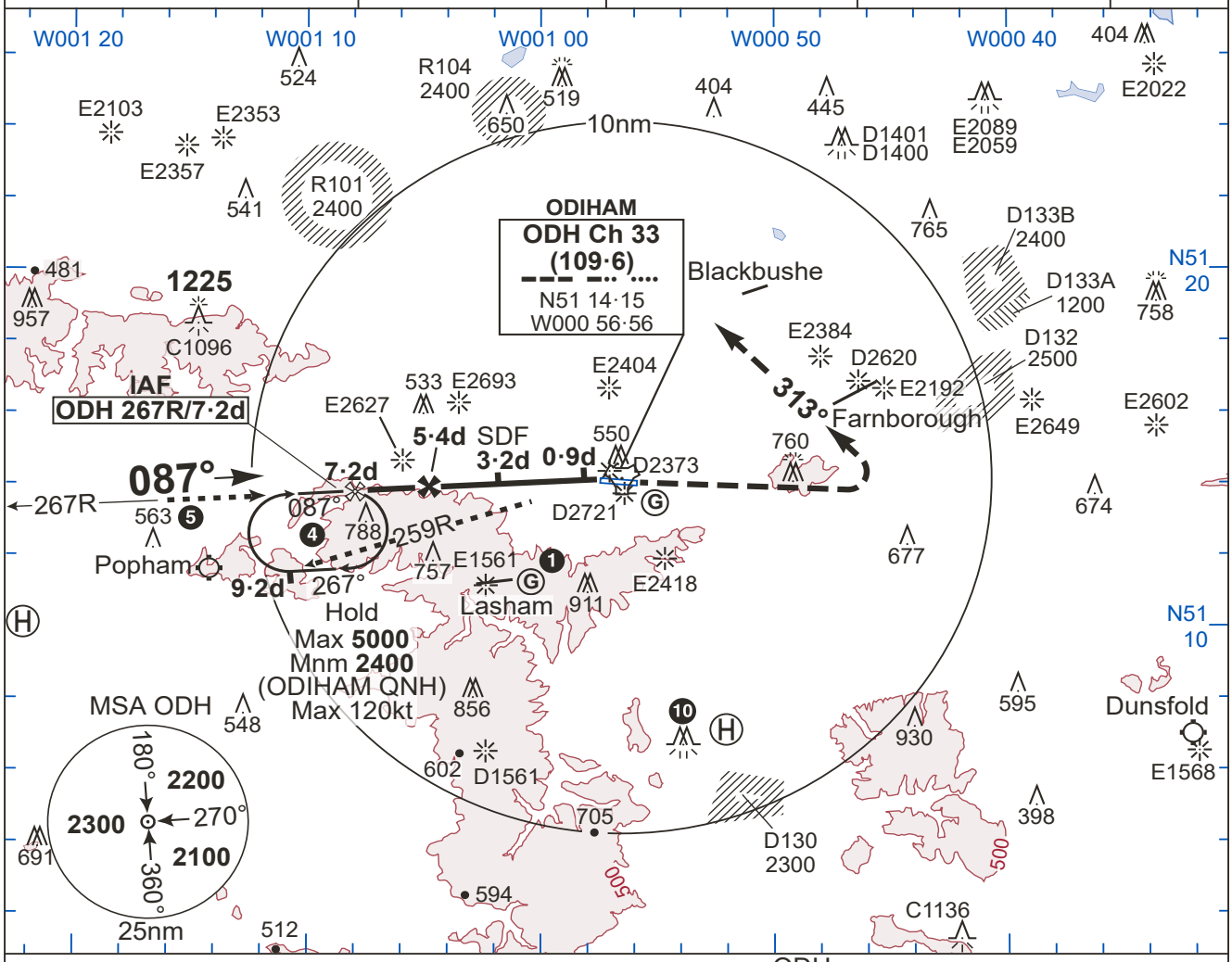
DME I-ODH	ALT HGT
4	**1720** 1330
3	**1410** 1010
2	**1090** 700
1	**770** 380

No 1 AIDU Last Amended 08 OCT 25

ODIHAM
MIPS
COPTER TAC to ILS/DME Y Rwy 27

COPTER TAC Y Rwy 09 — ODIHAM

Elev **405**	Var 1°E	TA **6000**	TRL ATC	ODH 109·6 Ch 33	**10 JUL 25**	**R1**
ODIHAM APPROACH **275·45 131·305**	DIRECTOR **313·375**	TALKDOWN **245·625 123·3**	TOWER **119·230 339·825**	ATIS **370·75**		



CAT	TAC ❻			
MIPS	A	820 430 *1500m*	N/A	N/A
GS (kt)			80	120
FAF–MAPt	4·5nm		3:24	2:15
ROD (fpm)	3°		420	640

❶ **WARNING.** Intense gliding ivo Lasham AD. Refer to chart B1 (Special Procedures) for info.
2. **CAUTION.** Proc referenced to THR elev.
3. Hold entry restricted to along 267R inbd or via 259R/9·2d oubd.
❹ Acft in hold. When cleared for approach complete one further hold (if required) descending to be at **2400** 2000 at the IF inbd.
❺ FAT offset 5° right of RCL.
❻ When ALS inop increase vis to *2000m*.
7. For M/App, no turns permitted before MAPt.
8. All altitudes based on Odiham QNH.
9. M/App terminates at ODH 15d.
❿ HIRTA designators; D2558, D2436, E2499, E1218, E2464, E2557.
11. ODH reads 0·5d at THR.
12. Azimuth indication swings may be experienced between 100° and 125°, and 240° and 245°.
13. DME loss may be experienced in overhead due to Cone of Silence.

DME ODH	ALT HGT
5	**1870** 1480
4	**1550** 1160
3	**1230** 840
2	**920** 530

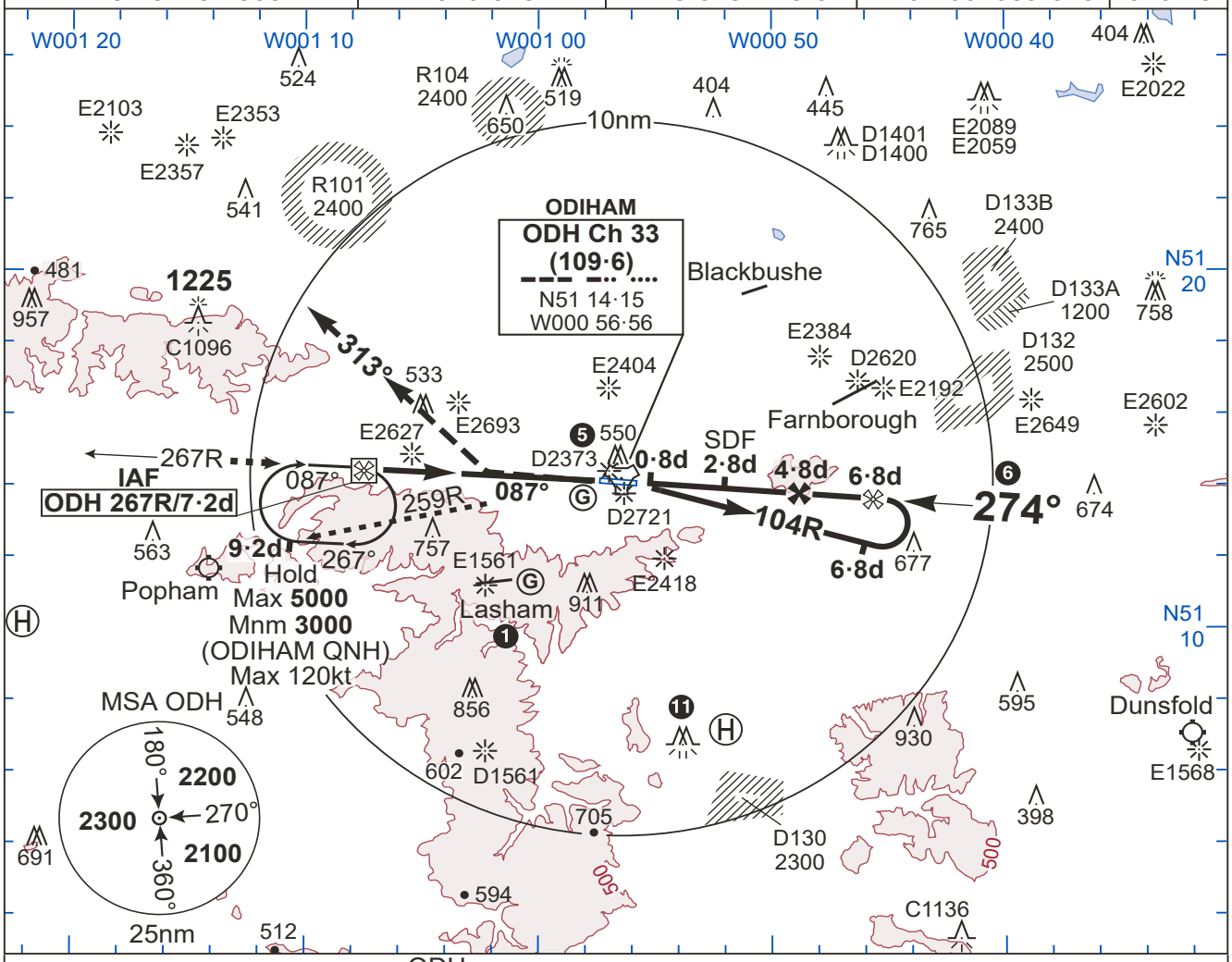
EGVO/ODH ENGLAND

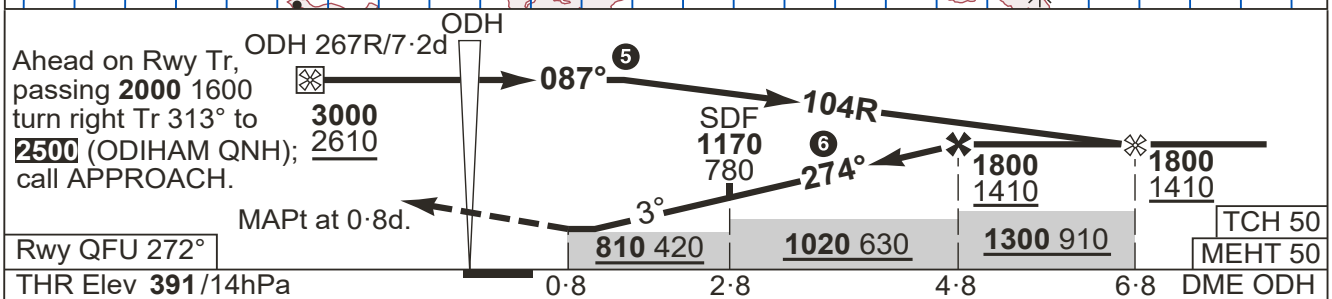
Changes: Note 1

No 1 AIDU Last Amended 29 MAY 25

COPTER TAC Y Rwy 27 — ODIHAM

Elev **405**	Var 1°E	TA **6000**	TRL ATC	ODH 109·6 Ch 33	**27 NOV 25**	**R2**
ODIHAM APPROACH **275·45 131·305**		DIRECTOR **313·375**		TALKDOWN **245·625 123·3**	TOWER **119·230 339·825**	ATIS **370·75**





CAT	TAC ❼	
MIPS A	**810** 420 *1200m*	**N/A**

GS (kt)	**80**	**120**
FAF–MAPt 4nm	3:00	2:00
ROD (fpm) **3°**	420	640

DME ODH	ALT HGT
4	**1550** 1160
3	**1230** 840
2	**920** 530

❶ **WARNING.** Intense gliding ivo Lasham AD. Refer to chart B1 (Special Procedures) for info.
2. **WARNING.** Be aware of multiple trees penetrating VSS on the approach.
3. **CAUTION.** Proc referenced to THR elev.
4. Hold entry restricted to along 267R inbd or via 259R/9·2d oubd.
❺ Descent clearance by ATC.
❻ FAT offset 2° left of RCL.
❼ When ALS inop increase vis to *1900m.*
8. M/App, no turns before MAPt.
9. All altitudes based on Odiham QNH.
10. M/App terminates at ODH 15d.
⓫ HIRTAs D2558, D2436, E2499, E1218, E2464, E2557.
12. ODH reads 0·5d at THR.
13. Azimuth indication swings may be experienced between 100° and 125°, and 240° and 245°.
14. DME loss may be experienced in overhead due to Cone of Silence.

No 1 AIDU Last Amended 08 OCT 25

ODIHAM
MIPS

COPTER TAC Y Rwy 27

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27 NOV 25

EGOS AD 2.23 - ADDITIONAL INFORMATION

1. Visiting rotary-wing inbound to land may be given the clearance 'land threshold only'. This clearance limits the aircraft to the first 1,000ft of the runway with vehicles/helicopters crossing/occupying the runway 1,500ft upwind of the threshold.

2. Radials and distances from Shawbury of poor radar performance: 300°-350°, all below 600ft at 1.5nm increasing in altitude to 8800ft at 40nm, 140°-155°, all below 1300ft at 9nm increasing in altitude to 5800ft at 40nm. Within 10nm of Shawbury overhead. All aircraft shall maintain a good lookout for Signal Light Gun signals from the ATC Tower.

3. All aircraft shall maintain a good lookout for lamp signals from the ATC tower.

4. Departing FW (fast jet) performance/display departures are prohibited, and the use of reheat is to meet operational requirements only.

EGOS AD 2.24 - CHARTS RELATING TO THIS AERODROME

Terminal Approach Procedure Charts

C1	Noise Abatement	AD 2 - EGOS - 1 - 11
D1	Aerodrome	AD 2 - EGOS - 1 - 12
K1	RADAR PROCEDURES 04/22	AD 2 - EGOS - 1 - 13
K2	Radar Procedures 18/36	AD 2 - EGOS - 1 - 14
K3	PAR Rwy 18	AD 2 - EGOS - 1 - 15
K4	PAR Rwy 22	AD 2 - EGOS - 1 - 16
K5	PAR Rwy 36	AD 2 - EGOS - 1 - 17
K6	SRA Rwy 04	AD 2 - EGOS - 1 - 18
K7	SRA Rwy 18	AD 2 - EGOS - 1 - 19
K8	SRA Rwy 22	AD 2 - EGOS - 1 - 20
K9	SRA Rwy 36	AD 2 - EGOS - 1 - 21
K10	ATC Surveillance MNM Altitude	AD 2 - EGOS - 1 - 22
L1	RNP Rwy 04	AD 2 - EGOS - 1 - 23
L2	RNP Y Rwy 18	AD 2 - EGOS - 1 - 24
L3	RNP Z Rwy 18	AD 2 - EGOS - 1 - 25
L4	RNP Rwy 22	AD 2 - EGOS - 1 - 26
L5	RNP Y Rwy 36	AD 2 - EGOS - 1 - 27
L6	RNP Z Rwy 36	AD 2 - EGOS - 1 - 28
L7	IAP Coding Tables RNP Rwy 22	AD 2 - EGOS - 1 - 29
L8	IAP Coding Tables RNP Rwy 04	AD 2 - EGOS - 1 - 30
L9	IAP Coding Table RNP Rwy 04	AD 2 - EGOS - 1 - 31
L10	IAP Coding Tables RNP Y Rwy 36	AD 2 - EGOS - 1 - 32
L11	IAP Coding Tables RNP Y Rwy 36	AD 2 - EGOS - 1 - 33
L12	IAP Coding Tables RNP Y Rwy 18	AD 2 - EGOS - 1 - 34
L13	IAP Coding Tables RNP Y Rwy 18	AD 2 - EGOS - 1 - 35
L14	IAP Coding Tables RNP Z Rwy 18	AD 2 - EGOS - 1 - 36
L15	IAP Coding Tables RNP Z Rwy 36	AD 2 - EGOS - 1 - 37
M1	ILS/DME Rwy 18	AD 2 - EGOS - 1 - 38
M2	Copter VOR/ILS/DME Rwy 18	AD 2 - EGOS - 1 - 39
N1	Copter VOR Rwy 04	AD 2 - EGOS - 1 - 40
N2	Copter VOR Rwy 18	AD 2 - EGOS - 1 - 41
N3	Copter VOR Rwy 22	AD 2 - EGOS - 1 - 42
N4	Copter VOR Rwy 36	AD 2 - EGOS - 1 - 43
N5	Copter VOR/DME Rwy 04	AD 2 - EGOS - 1 - 44
N6	Copter VOR/DME Rwy 18	AD 2 - EGOS - 1 - 45
N7	Copter VOR/DME Rwy 22	AD 2 - EGOS - 1 - 46
N8	Copter VOR/DME Rwy 36	AD 2 - EGOS - 1 - 47

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NOISE ABATEMENT SHAWBURY

Elev **248**	Var 0°	TA **6000** ❶	TRL ATC		**28 DEC 23**	**C1**

NOISE ABATEMENT

1. NVD aircraft should avoid flying below 500ft MSD within 5nm of Shawbury.

2. Visiting aircraft landing are requested to use minimal reverse thrust where possible.

GENERAL

3. **CAUTION.** Helis operate up to within *50m*/164ft of either side of all rwys.

4. All crews are to be familiar with the Shawbury Sensitive Areas and Hazards list (SAL) available via SharePoint.

5. All crews are to be familiar with Shawbury Avoids in the Low Flying Handbook and Fields & Clearings via SharePoint.

6. Not all Shawbury based activity will be indicated on CADS. Up to 30 RW aircraft may be operating within the DUA. RAF Shawbury aircraft shall have priority of use in fields and clearings.

AVOID

7. Crews are to remain clear of Sleap ATZ 4·5nm NW of RAF Shawbury.

8. All aircrew are to read and avoid all areas on the Shawbury Areas List (SAL).

NOTES:

❶ TA **3000** outside DTY CTA.

AERODROME SHAWBURY

EGOS/– ENGLAND

Elev **248**	Var 0°	ARP N52 47·62 W002 40·08 (WGS 84)	**27 NOV 25**	**D1**

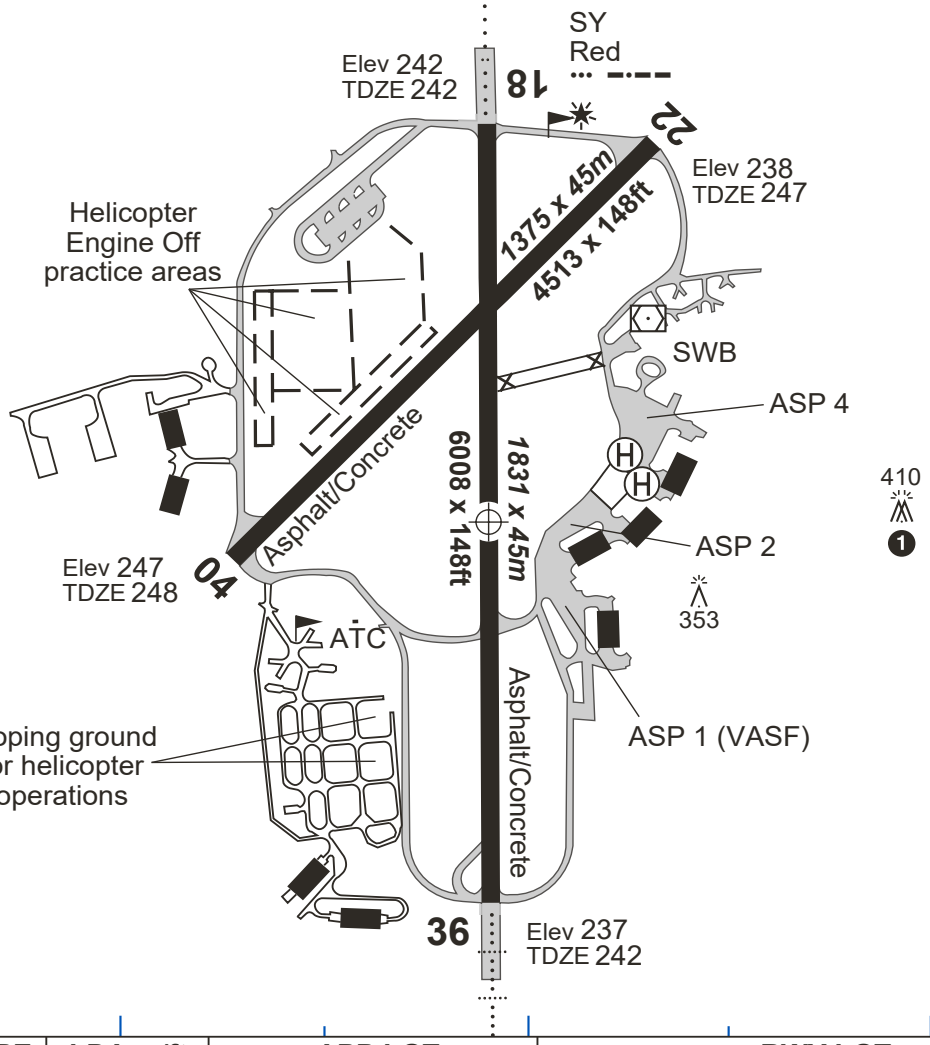
SHAWBURY INFO	TOWER	APPROACH	ZONE	ATIS
121·990	**362·0**	**269·425**	**133·155**	**341·65**

W002 41 W002 39

M 0 500 1000

FT 0 1000 2000 3000 4000

THRESHOLD COORDINATES
Rwy 04 – N52 47·56 W002 40·60
Rwy 22 – N52 48·09 W002 39·74
Rwy 18 – N52 48·11 W002 40·08
Rwy 36 – N52 47·12 W002 40·07



RWY	SLOPE	LDA *m*/ft	APP LGT		RWY LGT
04(045°T) **22**(225°T)	0·20%D 0·20%U	*1375*/4511	P3° (30)	–	RTHL(H):REDL
18(180°T) **36**(360°T)	0·08%D 0·08%U	*1831*/6007	P3° (49) P3° (32)	CL5B (H) CL2B (H)	RTHL(H):REDL(H):RENL

(1) **CAUTION.** Aerial lit only at top by obstruction lights. Intermediate obstruction lights not lit.
2. **CAUTION.** Rwy 18/36 liable to be slippery when wet.
3. **CAUTION.** Helis operate up to within *50m*/164ft of either side of all rwys. No deadside.
4. Visual circuit exceptionally **1500ft** QNH flown to the East or South - East of the rwy in use; circuit direction notified on contact. Helicopters fly various circuits up to **1000ft** QNH.
5. Non−standard markings on all rwys.
6. Eastern Twy closed to all aircraft.
7. Rwy 18/36 App & rwy lighting is non-compliant with RA3500.
8. Rwy 04/22 has no App lighting or IRDMs & rwy lighting is non-compliant with RA3500.
9. Rwy 04/22 multiple occupancy prohibited.
10. All acft shall maintain a good lookout for Signal Light Gun signals from the ATC tower.

Changes: Rwy designators

No 1 AIDU Last Amended 06 OCT 25

SHAWBURY AERODROME

EGXY AD 2.1 - LOCATION INDICATOR AND NAME
EGXY - SYERSTON

EGXY AD 2.2 - AERODROME GEOGRAPHICAL AND ADMINISTRATIVE DATA		
1	ARP Co-ordinates and site at AD:	N53° 01' 23.95 W000° 54' 41.90 Mid-point of Runway 06/24
2	Direction and distance from City:	5nm SW of Newark on Trent.
3	Elevation/Reference Temperature:	231ft/21° C.
4	Magnetic Variation / Annual Change:	0° 26' W (NOV 19) / 0° 12' decreasing.
5	Geoid Undulation at AD Elev Position:	----
6	AD Administration: Address: Telephone: Fax: E-mail: Web site:	Royal Air Force 2 Flying Training School Royal Air Force Syerston Newark NG23 5NN. Mil: 95751 4520 (Ops) Civ: 01400 264520 (Ops) Mil: 95751 4528 (Duty Supervisor) Civ: 01400 264528 (Duty Supervisor) Civ: 07802 331879 (Duty Supervisor) Mil: 95751 4541 (Radio Console) Civ: 01400 264541 Mil: 95751 4534 (Ops) Civ: 01400 264534 (Ops) SYE-2FTS-CGS-Ops@mod.gov.uk (Station Ops), SYE-2FTS-HQ-OpsOC@mod. gov.uk (Aerodrome Operator) https://www.raf.mod.uk/our-organisation/stations/raf-syerston/
7	Types of Traffic Permitted (IFR/VFR):	VFR
8	Remarks:	Nil.

EGXY AD 2.3 - OPERATIONAL HOURS		
1	AD:	Mon-Fri, 0830(A)-1700(A). Sat-Sun & PHs, HJ + 15 (all other times by NOTAM).
2	Customs and Immigration:	Nil.
3	Health and Sanitation:	Nil.
4	AIS Briefing Office:	Nil.
5	ATS Reporting Office (ARO):	Station Ops
6	MET Briefing Office:	Nil.
7	ATS:	HO.
8	Fuelling:	HO.
9	Handling:	Nil.
10	Security:	Nil.
11	De-Icing:	Nil.
12	Remarks:	PNR for Military aircraft. PPR for civil aircraft only connected with MOD business.

EGXY AD 2.4 - HANDLING SERVICES AND FACILITIES		
1	Cargo Handling Facilities:	Nil.
2	Fuel/Oil /HydraulicTypes:	AVGAS 100LL.
3	Fuelling Facilities/Capacity:	1000 litre bowser.
4	Oxygen:	Nil.
5	De-Icing Facilities:	Nil.
6	Starting Units:	Nil.
7	Hangar space for visiting aircraft:	Nil.
8	Repair facilities for visiting aircraft:	Nil.
9	Remarks:	Nil.

EGXY AD 2.5 - PASSENGER FACILITIES		
1	Accommodation:	Accommodation only in Service Messes at RAFC Cranwell.
2	Medical Facilities:	Medical Centre at RAFC Cranwell.
3	Remarks:	Nil.

EGXY AD 2.6 - RESCUE AND FIRE FIGHTING SERVICES		
1	AD Category for Fire Fighting:	Mil ICAO Special during operational hours.
2	Rescue Equipment:	Nil.
3	Capability for removal of disabled aircraft:	Nil.

EGXY AD 2.7 - SEASONAL AVAILABILITY - CLEARING		
1	Type of Clearing equipment:	FOD BOSS
2	Remarks:	Nil.

EGXY AD 2.8 - APRONS,TAXIWAYS AND CHECK LOCATIONS DATA					
1	Apron surfaces:	**Apron**	**Surface**	**Strength**	
		Alpha Dispersal	Concrete	Not Known	
		Bravo Dispersal	Asphalt	Not Known	
2	Taxiway width, surface and strength:	**Taxiway**	**Width**	**Surface**	**Strength**
		All	15m	Asphalt	Not known
3	Altimeter Check Location and Elevation:	N/A			
4	VOR Checkpoints: INS Checkpoints:	N/A N/A			
I 5	Remarks:	Nil.			

EGXY AD 2.9 - SURFACE MOVEMENT GUIDANCE AND CONTROL SYSTEM MARKINGS		
1	Use of aircraft stand ID signs: Taxiway guide lines & visual docking/parking guidance system of aircraft stands:	Nil Acft Stand IDs. Yellow Twy guidelines and Acft Spots present.
2	Runway & taxiway markings & lighting:	Runway: Grass runways marked by white markers at the threshold.
➔ 2		**Taxiway:** Taxiway signage is only located on the outside of the taxiway system. There is no signage on the inside of the taxiway system due to hazards to aircraft on grass runways. 'Runway Ahead' numbers painted onto taxiway as mitigation at Runway hold points. DAM AOHL EGXY/23/01 refers. MAA AAMC AWE 2025 175 held.
3	Stop Bars and runway guard lights:	Nil.
4	Other runway protection measures:	Nil.
5	Remarks:	Nil.

EGXY AD 2.10 - AERODROME OBSTACLES
Please refer to the "Measured Height Survey" data on the UK Mil AIP website www.aidu.mod.uk/aip.

26 DEC 24

EGXT AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/I Bn location, characteristics and hours of operation:	I Bn: N W *"WJ"* • - - • - - - HO. Red.
2	Anemometer location and lighting:	52 36 41·38N 000 27 59·38W Red obstruction light.
3	Taxiway edge and centreline lighting:	Green centreline lighting is installed on all taxiways located south of the main runway and on the Double Spectacle Apron. Taxiway edge lights are present on both the Double Spectacle and ASP Aprons.
4	Secondary power supply: Switch-over time:	Yes. ----
5	Remarks:	Airfield lighting is not NVG compliant. Obstacle lighting NVG compliant.

EGXT AD 2.16 - HELICOPTER LANDING AREA		
1	Location:	Nil.
2	Elevation:	Nil.
3	Lighting:	Nil.
4	Remarks:	Approaches / Departures to / from runway. Parking as directed by ATC.

EGXT AD 2.17 - ATS AIRSPACE
Wittering MATZ. Please refer to the Civ AIP, ENR 2.2, Para 2.4. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/
Wittering ATZ. Please refer to the Civ AIP, ENR 2.2. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/

EGXT AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
TWR	Wittering Tower	379·100P 127·980P 122·100S*	HO	HO	*= NATO Common.
GND	Wittering Ground	276·850P 122·100S*	HO	HO	
DATIS	Wittering	282·400	HO	HO	
APP	Wittering Approach	234·075(ICF)	HO	HO	
ZONE	Wittering Zone	344·600 119·680(ICF)	HO	HO	
Talkdown	Wittering Talkdown	276·650(P) 372·125(S) 135·205	HO	HO	

27 NOV 25

EGXT AD 2.19 - RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	*WIT*	Ch 123X 117·600	HO	HO	N52 36 25·20 W000 29 43·86	315ft	TACAN Unlocks may be experienced between 038-045°. Possible azimuth swings between 305° and 315°. Possible loss of TACAN signal 030° - 60° and between 255° - 285°.
HRDF		234.075 344.600 379.100 119.675 362.300*	HO	HO	N52 36 33·95 W000 30 34·32	310ft	*NATO Common Frequency. Available on request only.
Remarks:							

EGXT AD 2.20 - LOCAL TRAFFIC REGULATIONS	
1	**Airport regulations** a. Circuit height Rwy 25/07 - 1100ft QNH (Light FW/ RW) - 1300ft QNH (All other ac). b. Overflight of the explosive storage area (ESA) to the SW and Wittering Village to the SE of the AD prohibited below 1300ft QNH.
2	**Ground Movement** Nil.
3	**CAT II/III Operations** Nil.
4	**Warnings** a. Sibson aerodrome 5nm SE. Circuit height 1000AGL. Parachuting from FL150. b. Shacklewell Farm Flying School 4nm NW (1nm E of Rutland Dam). Circuit height 800AGL remaining N of Stamford-Oakham railway line.
5	**Helicopter Operations** None specified.
6	**Use of Runways** a. Non-standard displaced Threshold markings on Rwy 07.
7	**Training** Nil.

EGXT AD 2.21 - NOISE ABATEMENT PROCEDURES
Refer to TAP Charts.

EGXT AD 2.22 - FLIGHT PROCEDURES		
1	Procedures for in bound aircraft:	Call Wittering ICF prior to MATZ boundary. Join via initial: 2nm from the threshold, displaced 100m from the extended centerline, on deadside.
2	Departures:	IFR/VFR.
3	Radio Communication Failure:	See TAP Charts
4	Missed Approach Procedure:	Missed Approach terminates at Wit 7d.
5	Aerodrome Operating Minima:	N/A
6	Instrument Approach Procedures:	As per TAP Charts.

EGXT AD 2.23 - ADDITIONAL INFORMATION
Nil.

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EGXT AD 2.24 - CHARTS RELATING TO THIS AERODROME		
Terminal Approach Procedure Charts		
D1	Aerodrome	AD 2 - EGXT - 1 - 9
G1	Rwy 07/25 MID	AD 2 - EGXT - 1 - 10
K2	PAR Rwy 07	AD 2 - EGXT - 1 - 11
K3	PAR Rwy 25	AD 2 - EGXT - 1 - 12
K4	SRA Rwy 07	AD 2 - EGXT - 1 - 13
K5	SRA Rwy 25	AD 2 - EGXT - 1 - 14
K6	ATC Surveillance Mnm Altitude	AD 2 - EGXT - 1 - 15
L1	RNP Rwy 07	AD 2 - EGXT - 1 - 16
L2	RNP Rwy 25	AD 2 - EGXT - 1 - 17
L3	IAP Coding Table Rwy 07	AD 2 - EGXT - 1 - 18
L4	IAP Coding Tables Rwy 25 via ETCAG/MIFEW	AD 2 - EGXT - 1 - 19
L5	IAP Coding Table Rwy 25 via AVGAF	AD 2 - EGXT - 1 - 20

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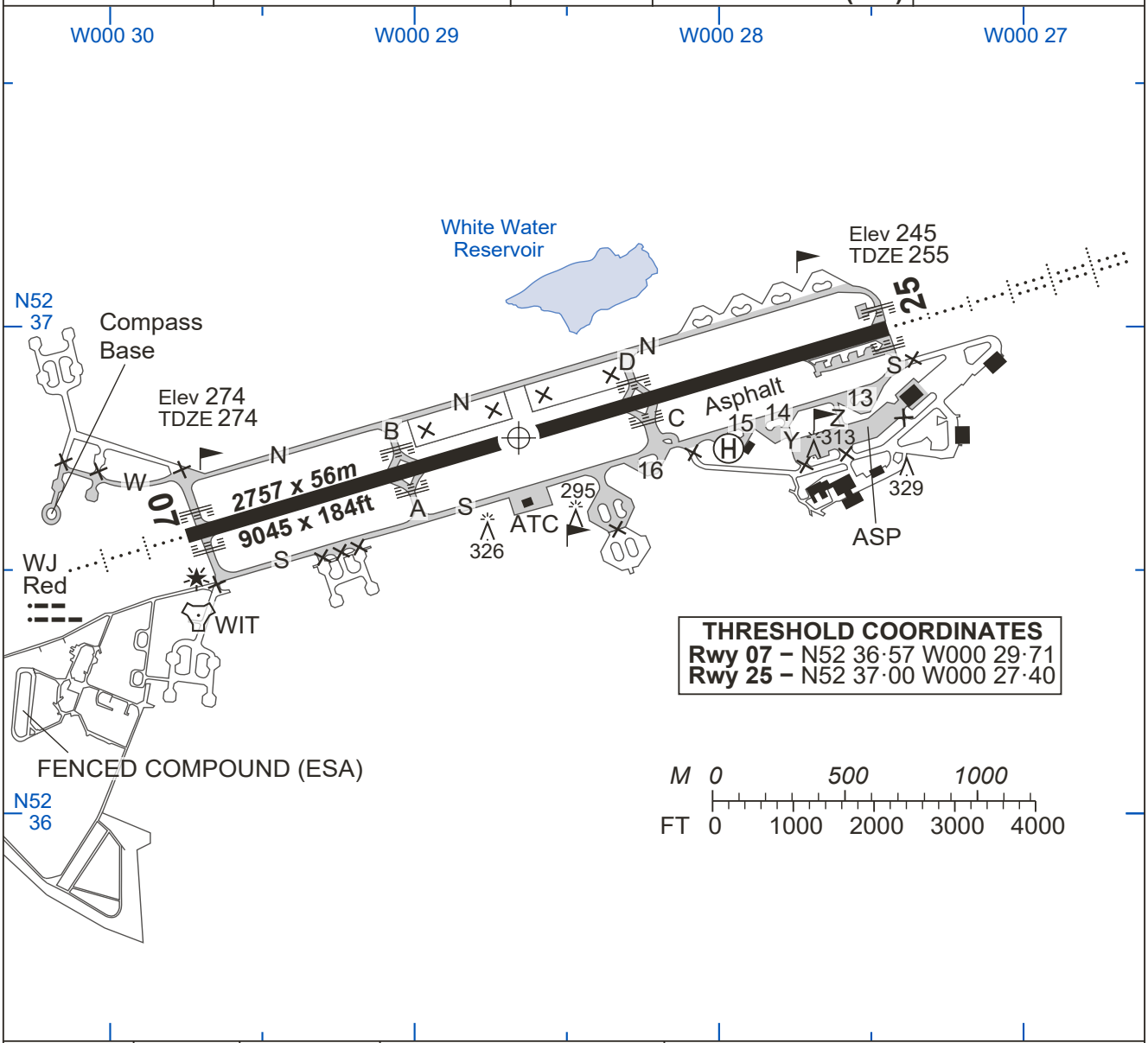
27 NOV 25

AERODROME WITTERING

Elev **274**	Var 1°E	ARP N52 36·78 W000 28·55 (WGS 84)	**27 NOV 25**	**D1**

GROUND	TOWER	APP	ZONE	D-ATIS
276·85 122·1	**379·1 127·980P 122·1**	**234·075**	**344·6 119·680 (ICF)**	**282·4**



THRESHOLD COORDINATES
Rwy 07 – N52 36·57 W000 29·71
Rwy 25 – N52 37·00 W000 27·40

RWY	SLOPE	LDA *m*/ft	APP LGT		RWY LGT
07 (073°T)	0·32%D	*2720*/8924	P3° (40)	CL–2B (H)	RTHL+WB:REDL(H):RENL:RCLL
25 (253°T)	0·32%U	*2756*/9042	P3° (51)	CL–5B (H)	

1. **CAUTION**. Large grass bank runs alongside the northern edge of ASP. Low wing AS should not taxi north of twy markings.
2. **Circuits.**
   a. **Direction:** Rwy 25 RHC.
   b. **Height:** Normal 1100ft QNH (Light FW/RW). 1300ft QNH (All other acft).
3. Northern and Western Twys carry non–standard markings.
4. Main ASP unsighted from ATC.

EGXT/– ENGLAND

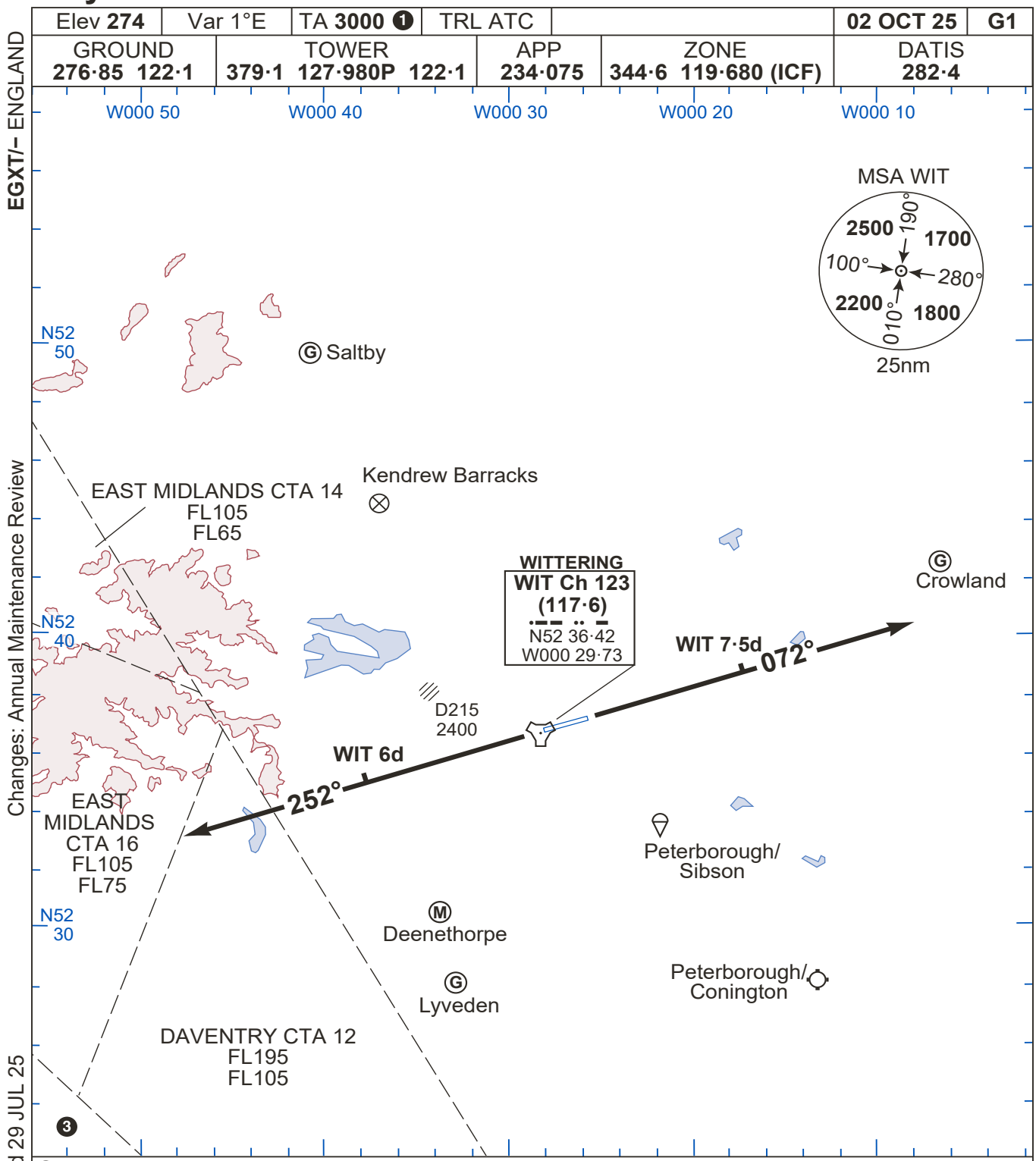
Changes: Note 2

No 1 AIDU Last Amended 08 OCT 25

02 OCT 25

Rwy 07/25 MID

WITTERING



❶ TA **6000** inside Daventry and East Midlands CTA.
2. Close-in obstacles exist, for departures from both rwy ends.
❸ DAVENTRY CTA 13 FL75-FL195.

Rwy	Routeing (Including Mnm Noise Routes)
Rwy 07 072°M	Ahead on Rwy Tr to WIT 7·5d or **3800 3530**, whichever is later.
Rwy 25 252°M	Ahead on Rwy Tr to WIT 6d or **3800 3530**, whichever is later.

EGXT/– ENGLAND

Changes: Annual Maintenance Review

No 1 AIDU Last Amended 29 JUL 25

WITTERING

MIPS

Rwy 07/25 MID

EGDY AD 2.14 - APPROACH AND RUNWAY LIGHTING								
Runway	Approach lighting Type Length Intensity	Threshold lighting Colour Wingbars	PAPI VASIS Angle Distance from Thr (MEHT)	TDZ lighting Length	Runway Centreline lighting Length Spacing Colour Intensity	Runway edge lighting Length Spacing Colour Intensity	Runway End lighting Colour Wingbars	Stopway lighting Length(m) Colour
1	2	3	4	5	6	7	8	9
08	CL5B 3,000ft/914m HI	2 x Green wingbars	PAPI 3.0° 536ft (26ft)	---	---	White HI Uni, 30m White LI Omni, 91m	Red	---
26	CL5B 3,000ft/914m HI	2 x Green wingbars	PAPI 3° 574ft (27ft)	---	---	White HI Uni, 30m White LI Omni, 91m	Red	---
04	CL2B 1,500ft/457m LI	Green	PAPI 3·5° --- (29ft)	---	---	White LI Omni, 91m	Red	---
22	CL2B 1,500ft/457m	Green	PAPI 3·25° 562ft (30ft)	---	---	White LI Omni, 91m	Red	---
10	Remarks:	Nil.						

EGDY AD 2.15 - OTHER LIGHTING, SECONDARY POWER SUPPLY		
1	A Bn/I Bn location, characteristics and hours of operation:	I Bn: N51 00 39·12 W002 37 45·18. "VL" •••- •-•• HO. Red.
2	Anemometer location and lighting:	N51 00 21·00 W002 38 28·20. Unlit.
3	Taxiway edge and centreline lighting:	Standard, Lazy Lane - Blue edge lighting. 08 Turning Loop, North/South Disused Runway, X-Ray Hardstandings, FAA Museum to Rwy 22. All have green centreline lighting. South Dispersal/22 Runway link - Edge Reflectors.
4	Secondary power supply: Switch-over time:	Diesel Generators. Station main power supply - 23 to 25 secs powering: PAR Truck, Airfield Lighting and TACAN - manual changeover only. Automatic Start Diesel Generators - 5 secs. DRDF and Auto Triangulation equipment, Main UHF/VHF Receiver site, Camel Hill Transmitter site, Control Tower and Watchman Radar, SSR and Runway Lights. Obstruction lighting.
5	Remarks:	Illuminated Runway Distance Markers (IRDMS). Caution the IRDMS on Rwy 08/26 are positioned 14m from the runway edge and on Rwy 22/04 they are 12m from the runway edge. This is inside the minimum distance as laid down in STANAG 3316.

EGDY AD 2.16 - HELICOPTER LANDING AREA		
1	Location:	As directed by ATC.
2	Elevation:	---
3	Lighting:	Nil.
4	Remarks:	Station based helicopters have special arrival and departure points and procedures at this aerodrome which are laid down in local orders. There is no dedicated HLA.

EGDY AD 2.17 - ATS AIRSPACE
Yeovilton MATZ. Please refer to the Civ AIP, ENR 2.2, Para 2.4. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/
Yeovilton ATZ. Please refer to the Civ AIP, ENR 2.2. https://nats-uk.ead-it.com/cms-nats/opencms/en/Publications/AIP/

27 NOV 25

EGDY AD 2.18 - ATS COMMUNICATION FACILITIES					
Service Designation	Callsign	Frequency MHz	Hours of Operation		Remarks
			Winter	Summer	
1	2	3	4		5
APP	Yeovil Approach	374·950(L) 127·355(L)(M)	HO	HO	(L) = LARS Frequency. (M) = MATZ Crossing Frequency.
RAD	Yeovil Radar	127·355(L)(M)	HO	HO	(L) = LARS Frequency. (M) = MATZ Crossing Frequency.
DIR	Yeovil Director	240·575 123·300*	HO	HO	* NATO Common Frequency. Available on request only.
PAR	Yeovil Talkdown	247·400 397·050 123·300*	HO	HO	* NATO Common Frequency. Available on request only.
TWR	Yeovil Tower	376·300 120·805	HO	HO	
GND	Yeovil Ground	362·850 122·100*	HO	HO	* NATO Common Frequency. Available on request only.
ATIS	Yeovil Information	244·550	HO	HO	
A/G Stn	Yeovil Ops	3942	HO	HO	Emergency and “Ops Normal” transmissions for Station based aircraft only.

EGDY AD 2.19 - RADIO NAVIGATION AND LANDING AIDS							
Type Category (Variation)	Ident	Frequency	Hours of Operation		Antenna Site co-ordinates	Elevation of DME Transmitting antenna	Remarks
			Winter	Summer			
			# and by arrangement				
1	2	3	4		5	6	7
TACAN	*VLN*	Ch 47X 111·000	HO	HO	N51 00 18·04 W002 38 19·46	113ft	Rwy 04: DME VLN reads 0·22d at Thld. Rwy 08: DME VLN reads 0·88d at Thld. Rwy 22: DME VLN reads 0·6d at Thld. Rwy 26: DME VLN reads 0·45d at Thld.
UDF/VDF	Yeovil RAD	314·375 259·075 374·950 123·300* 127·355	HO	HO			*NATO Common Frequency. Available on request only.
ILS/DME Rwy 26	*I-YEO*	111·300 Ch 50X	HO	HO	N51 00 29·77 W002 37 53·78	65·617ft	QFU 265° DME reads 0d at Thld.
Glidepath		332·300			N51 00 29·66 W002 37 53·80	65·617ft	3° ILS Ref Datum Height 27ft
Localizer		111·300			N51 00 24·75 W002 39 49·22	48·556ft	LOC 265°

Remarks:
1. ILS users may experience erroneous indications or unlocks outside 17nm below 3000ft QFE.
2. DME unlocks and false ranges may occur beyond 21nm below 3500ft QFE. DME unlocks and false ranges were detected between 25nm and 23nm at 3000ft.
3. TACAN: Users may experience unlocks in Sectors 20°-30°, 225°-235°, 245°-250° and 290°-300°.
4. DME cone and Azimuth Cone - Overhead coverage may be unpredictable.
5. ILS RDH set to 27ft (Does not conform to the ICAO Annex 10 recommended difference of 50ft).
6. Pyrotechnics are no longer in use, Remote Light Signal capable of displaying red, green and white signals available in the Tower as required.
➔ 7. Non-monitored ILS approaches are available. Monitored approaches remain available subject to PAR availability.

EGDY AD 2.20 - LOCAL TRAFFIC REGULATIONS	
1	**Airport regulations** None Specified
2	**Ground Movement** None Specified
3	**CAT II/III Operations** Nil.
4	**Warnings** **CAUTION**: For ILS and PAR approaches, a reduced threshold crossing height of 8·5m exists.
5	**Helicopter Operations** Intense helicopter activity can be expected at all times. Station based helicopters have special arrival and departure points and procedures at this aerodrome which are laid down in local orders.
6	**Use of Runways** See EGDY AD 2.12 - 12 Arresting Systems.
7	**Training** Nil.

EGDY AD 2.21 - NOISE ABATEMENT PROCEDURES
See TAP Charts

EGDY AD 2.22 - FLIGHT PROCEDURES		
1	Procedures for in bound aircraft:	See TAP Charts
2	Departures:	See TAP Charts
3	Radio Communication Failure:	See TAP Charts
4	Missed ApproachProcedure:	See TAP Charts
5	Aerodrome Operating Minima:	See TAP Charts
6	a. Instrument Approach Procedures (IAP) for this aerodrome are established outside controlled airspace. b. For SRA Stepdown and procedures see TAP Charts.	

EGDY AD 2.23 - ADDITIONAL INFORMATION
Yeovilton operate on the QFE.

EGDY AD 2.24 - CHARTS RELATING TO THIS AERODROME		
Terminal Approach Procedure Charts		
B1	Special Procedures	AD 2 - EGDY - 1 - 9
C1	Noise Abatement	AD 2 - EGDY - 1 - 10
D1	Aerodrome	AD 2 - EGDY - 1 - 11
E1	Taxi	AD 2 - EGDY - 1 - 12
F1	Ramp	AD 2 - EGDY - 1 - 13
G1	MIDs	AD 2 - EGDY - 1 - 14
K1	Radar Procedures	AD 2 - EGDY - 1 - 15
K2	Radar Procedures	AD 2 - EGDY - 1 - 16
K3	PAR Rwy 04 - 3.5°	AD 2 - EGDY - 1 - 17
K4	PAR Rwy 08	AD 2 - EGDY - 1 - 18
K5	PAR Rwy 22	AD 2 - EGDY - 1 - 19
K6	PAR Rwy 26 3°	AD 2 - EGDY - 1 - 20
K7	SRA Rwy 04	AD 2 - EGDY - 1 - 21
K8	SRA Rwy 08	AD 2 - EGDY - 1 - 22
K9	SRA Rwy 22	AD 2 - EGDY - 1 - 23
K10	SRA Rwy 26	AD 2 - EGDY - 1 - 24
K11	ATC Surveillance MNM ALT	AD 2 - EGDY - 1 - 25
M1	ILS/DME Rwy 26	AD 2 - EGDY - 1 - 26
M2	TAC to ILS/DME Rwy 26	AD 2 - EGDY - 1 - 27
R1	TAC Rwy 04	AD 2 - EGDY - 1 - 28
R2	TAC Rwy 08	AD 2 - EGDY - 1 - 29
R3	TAC Rwy 22	AD 2 - EGDY - 1 - 30
R4	TAC Rwy 26	AD 2 - EGDY - 1 - 31

SPECIAL PROCEDURES YEOVILTON

Elev **75**	Var 0°	TA **3000**	TRL ATC		**27 NOV 25**	**B1**

GENERAL

1. **CAUTION.** Acft may be active on the dead-side.

2. **CAUTION.** Rwy 26, the end of rwy pavement is inclined at an angle marginally in excess of the 12·5% maximum as stated in RA3511(4) Para 47. All rwys slippery when wet.

3. **CAUTION.** ILS users may experience erroneous indications or unlocks outside 17nm below 3000ft QFE. DME unlocks and false ranges may occur beyond 21nm below 3500ft QFE. DME unlocks and false ranges were detected between 25nm and 23nm at 3000ft.

4. **CAUTION.** TACAN users may experience unlocks in sectors 020° - 030°, 225° - 235°, 245- 250° and 290° - 300°.

5. DME cone and Azimuth cone - overhead coverage may be unpredictable.

6. **CAUTION.** A wall and Emergency Water Supply (EWS) tank currently infringe on the twy astern of the ATC Tower. When taxiing to/from South Dispersal, the maximum wingspan for FW aircraft is *22m* on the TACAN Twy and *14m* to Rwy 04RH.

7. **CAUTION.** Twy lighting West of main rwy intersection is U/S on the North, South and SAMOS Twys.

8. Two rwys may be in use at the same time.

9. Special rules in force for RW.

10. Due to mixed fixed/rotary wing operations the dead-side is limited to a line drawn through the spherical radar dome northside and parallel to the rwy in use. The fixed wing overhead break position is:
    a. Dead-side Rwy 26, normally abeam the THR.
    b. Dead-side Rwys 04RH/08RH/22, abeam the runway intersection.

11. Intensive RW activity at WESTLANDS/YEOVIL (4nm South) and MERRYFIELD (12nm West).

12. Radar approaches to Rwy 08RH will be procedurally separated from acft operating at Merryfield (12nm West). No traffic information or avoiding action will be given to acft on approach when within 3nm radius of Merryfield A/D.

13. No hangarage available for visiting acft.

14. Light acft and occasionally, RW activity takes place outside published op hrs. Pilots of transiting acft are to make an info call on 127·355 before entering the MATZ. Information about aerial activity outside of airfield opening times may be available on 120·805.

15. Fleet Air Arm Museum Hanger intrudes onto Aerodrome Maneuvering Area (AMA). Air systems are not allowed to transit the Museum Taxiway under their own power.

16. Full details of RA3500 series non-compliance can be found in the RNAS Yeovilton Aerodrome Operator's Hazard Log.

17. Pyrotechnics are no longer in use. Remote light signal displaying red, green and white signals available in the Tower as required.

18. Non-monitored ILS approaches are available. Monitored approaches remain available subject to PAR availability.

Changes: New Note 18

No 1 AIDU Last Amended 09 OCT 25

NOISE ABATEMENT YEOVILTON

Elev **75**	Var 0°	TA **3000**	TRL ATC		**22 FEB 24**	**C1**

GENERAL

1. Published Noise Abatement procedures are **mandatory** unless otherwise ordered by ATC; they may, however, be departed from at any time to the extent necessary to avoid immediate danger.
2. Pilots are reminded to conduct their flights so as to cause the least practicable disturbance to the local community.
3. Use of reheat/afterburner **prohibited** unless operationally essential.

VFR RECOVERIES

4. **CAUTION.** Helicopters and acft may be active on the dead-side.
5. Visiting fixed-wing acft are to call APPROACH at 40nm (jet), 20nm (piston), inbd.
6. Pilots are not to overfly GLASTONBURY, SHEPTON MALLET or EVERCREECH below 2000ft AGL.
7. Pilots are to self navigate to the circuit changing to TOWER at 10nm or above 2000ft. Acft are normally to 'break' at the rwy THR at 1000ft QFE for duty Rwy 26, or the rwy intersection for duty Rwy 04, 08 or 22.
8. For Fixed Wing aircraft recoveries the Initial Point is positioned for the rwy in use at 3nm, 1500 QFE and is displaced dead-side.
9. Due to mixed fixed/rotary wing operations, the dead side is to a line drawn through the spherical radar dome northside and parallel to the rwy in use.

CIRCUIT FLYING

10. Direction: Rwys 04 and 08 RHC. Circuit height: 1000ft.
11. Pilots are to adjust their circuits so as to avoid overflying local villages.

VFR DEPARTURES

12. When cleared for VFR departure, fixed-wing acft are to climb straight ahead, calling APPROACH remaining clear of Merryfield MATZ and Yeovil MATZ, when clear of the circuit, for en-route clearance.

RADAR PROCEDURES

13. Radar controlled arrivals and departures are normally **mandatory** if weather conditions are below *5·5km* visibility, cloud 2500ft.

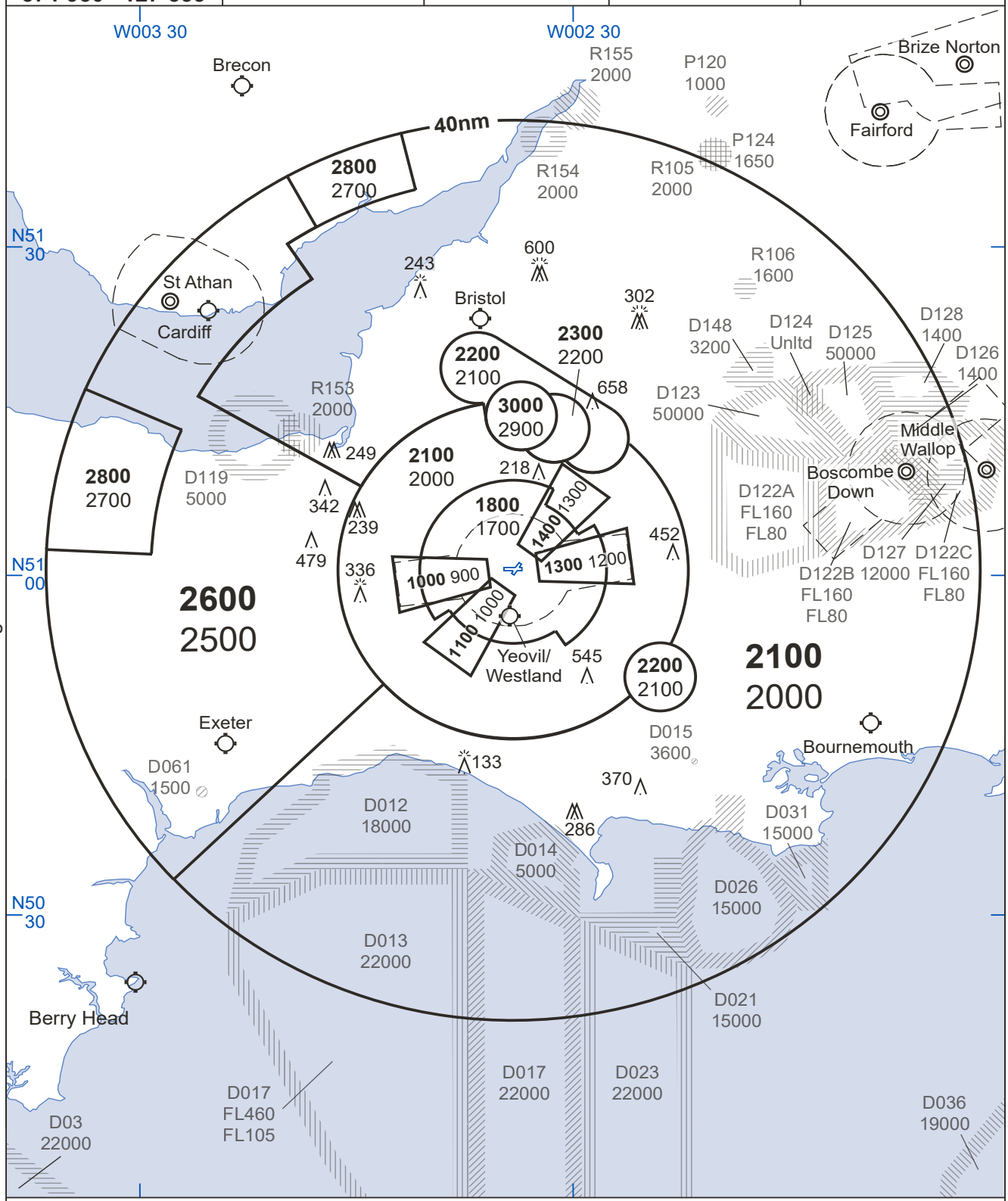
Changes: Note 8

No 1 AIDU Last Amended 15 JAN 24

ATC SURVEILLANCE MNM ALTITUDE YEOVILTON

Elev **75**	Var 0°	TA **3000**	ARP N51 00·50 W002 38·73 (WGS 84)	**20 FEB 25**	**K11**

APPROACH	DIRECTOR	TOWER	ATIS	GROUND
374·950 127·355	**240·575 123·3**	**376·3 120·805**	**244·55**	**362·85 122·1**



1. **CAUTION.** Chart should only be used to cross check for alts whilst in receipt of an ATC surveillance service.
2. Comms Failure. In the event of complete radio comms failure in an aircraft, the pilot is to adopt the appropriate procedures described in RADAR PROCEDURES K1.
3. QFE Datum is 52ft.

EGDY/- ENGLAND

Changes: YEOVIL APP/RADAR

No 1 AIDU Last Amended 15 JAN 25

YEOVILTON ATC SURVEILLANCE MNM ALTITUDE
PANS-OPS (ICAO)

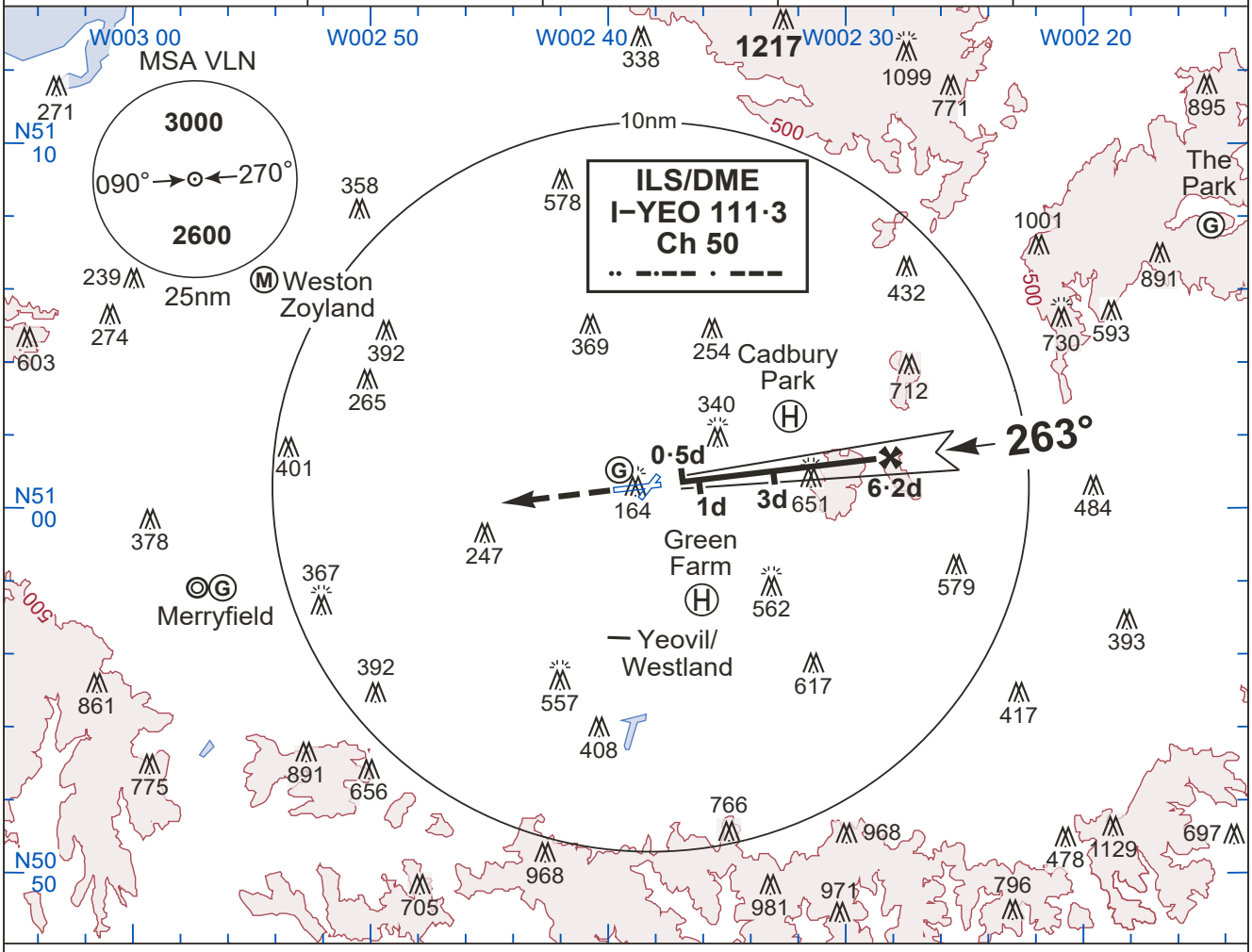
ILS/DME Rwy 26

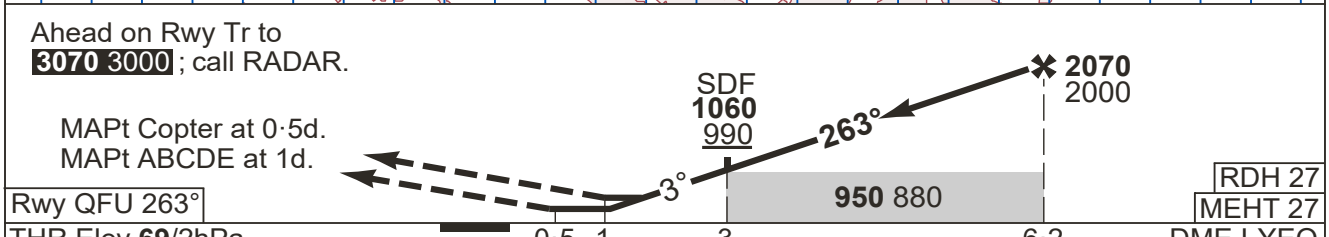
YEOVILTON

Elev **75**	Var 0°	TA **3000**	TRL ATC	I-YEO 111·3 Ch 50	**27 NOV 25**	**M1**
YEOVIL APP/RADAR **374·950 127·355**	DIRECTOR **240·575 123·3**	TOWER **376·3 120·805**	GROUND **362·85 122·1**	ATIS **244·55**		

EGDY/YEO ENGLAND

Changes: Note 7 added





CAT	ILS ❶	LOC ❷	CIRC
MIPS A	**270** 200 *800m*	**470** 400 *1100m*	**620** 540 *1800m*
MIPS B			**740** 660 *1800m*
MIPS C			**1050** 970 *2400m*
MIPS D	**280** 210 *800m*		**1100** 1020 *3600m*
MIPS E	**340** 270 *800m*		**1200** 1120 *3600m*

GS (kt)		**80**	**120**	**150**	**180**	**210**
FAF–MAPt	5·2nm	3:54	2:36	2:05	1:44	1:29
ROD (fpm)	**3°**	420	640	800	950	1110

❶ When ALS inop increase vis Cat ABCD to *1200m* and Cat E to *1300m*.
❷ When ALS inop increase vis to *1800m*.
3. DME I-YEO reads zero at THR.
4. ILS users may experience erroneous indications or unlocks outside 17nm below 3000ft QFE.
5. DME unlocks and false ranges may occur beyond 21nm below 3500ft QFE.
6. ILS RDH 27ft does not conform to the ICAO Annex 10 recommended RDH of 50ft.
7. Non-monitored ILS approaches are available. Monitored approaches remain available subject to PAR availability.

DME I-YEO	ALT HGT
6	**2010** 1950
5	**1700** 1630
4	**1380** 1310
3	**1060** 990
2	**740** 670

No 1 AIDU Last Amended 09 OCT 25